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# CONTENTS

## REGULARS

### 012 NEWS

Some stellar comps, an interesting opinion or four, a pile of exclusive news and the one thing you've all been waiting for since last month – the Blood, Sweat and Gears column. Let's get it on!

### 025 PRO PROBE

Jammin' Jimmy Nibbler comes out of retirement for one last probing by a professional...

### 027 MANO O MANO

The Maxxis Hooper Suzuki boys get it on, no not like that, well, not here anyway...

### 029 BLARNEY

Stevie Mills heads to the hills to get cheap thrills

### 031 JONTY'S BOX

Jonty asks should the EWC stay in Europe?

### 032 STUFF

A plethora of parts to peruse...

### 058 PERRETT PROJECT

Dubliner Stuey 162ey spills the beans with Jeffro

### 066 GODFREY'S GLOBE

Can Wakker change the way you change your oil?

### 074 BURNICLE'S BEAT

Thorpe and Carla battle it out in France – '80s style

### 078 MAGAZINE MACHINE

The RMX450Z gets turned into a flat tracker

### 092 DBR STATESIDE

X doesn't hit the spot for Cox but the AMA Nats do as Reedy jumps ship, the PC boys keep on hogging the 250 podium and Ryan and Ryan battle for 450 class supremacy...

### 129 RAGE

All the latest race action from the schoolboy MX scene plus a large portion of Club Sandwich

### 136 MAC211

Billy gets set to jet back to bonnie Scotland so he can kick some pommie ass at Duns before taking on the whole world at Matterley Basin

## FEATURES

### 038 FIGHTING BACK!

After a bit of a lean spell the Monster Energy Yamaha team are back in attack mode

### 044 FULL GAS!

FMX goes off in front of 180,000 people at the Goodwood Festival of Speed – and that's a genuine figure, no YS BS here...

### 048 WASTED TALENT?

Josh Hansen talks candidly about getting his life and career back on track...

### 068 BRAD'S EYE VIEW!

Barmy Brad Anderson – Britain's #1 motocross racer – dips his toe back into the GP scene and finds he's in hot water!

### 086 BE THERE!

Everything you need to know about this summer's must-see event – the British motocross grand prix at Matterley Basin...

## REPORTS

### 108 WTC

While Dougie Lampkin doesn't win world trial #100 in Scotland we still love him anyway...

### 110 EWC

Mika Ahola sees his championship lead halved as the EWC makes a maiden stop in Romania...

### 112 MXGP

Cairolì takes charge in MX1 while Kenny keeps slayin' 'em in MX2

### 116 BSEC

Tom Sagar takes the BSEC title with a win in Wales

### 120 BRIT MX

It's a reet Foxhill thriller as the Maxxis champs chase heat up in the summer sun...

### 122 RED BULL PRO NATS

A packed Canada Heights welcomes the Pro Nats where EBB and Ando take pro class overalls and Stuey 162ey does the two-smoker double



**COVER:** Elliott Banks-Browne whacks open the gas on his fantastically fast DB Racing Honda © Sully

**CONTENTS:** Perfect dirt like this makes the long trip to America worthwhile for Aussie Tye Simmonds © Frank Hoppen



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## COMMENT

**Q**uite possibly the biggest single motocross race in the world outside of the MXdN, the British GP lands at Matterley Basin on August 20-21. Of course, it's up to us – British motocross fans – to make sure it lives up to the billing I've just given it so to put it in simple terms (in a General Kitchen WW1-style) Your Country Needs You!

The British GP has always been regarded as one of the biggest and best world championship rounds on the calendar so it was nothing short of a bleedin' tragedy that last year's monumental cock-up caused the cancellation of the 2010 event. But this year we're returning to a proven venue with a proven organisational team and – Mother Nature permitting – all the signs are there that we're in for a classic.

Compared to previous years we may field just a handful of GP riders but it's hard to put a price on the British GP. Purely in terms of making us a credible motocross nation it's worth its weight in gold. I mean, c'mon, if MX minnows like Brazil can run a GP what does it say about us if we don't? But even though we're not filling GP entry lists with ACU licence holders we are still a major MX nation – and a big, big marketplace – which is why Youthstream recognise the importance of holding a round in Britain.

And then there's the importance of a home GP to the few riders we do have regularly bashing bars at the very highest level. To the likes of Tommy Searle, Max Anstie, Jake Nicholls and Shaun Simpson the extra home support can inspire them to shave their lap times and dig deep when they're breathing out their arses. It's also a rare chance for our wildcard riders to compare their speed against the best in the world with the added advantage of thousands of home fans cheering them on. Talk to Brad Anderson or Elliott Banks-Browne about how much this one event means to them and you'll know what I mean.

The last three British GPs have, with the best will in the world, not been staged at the finest MX venues we've got to offer. But the return to Matterley represents an about-turn in the short-sighted policy of building tracks at road race circuits with an impressive infrastructure to the detriment of the racing and the fans. There may not be acres of Tarmac and hard-standing at Matterley or super-swift road links in and out of the venues. There's not even a purpose-built press centre with flushing bogs. But I'll happily join the queue for a portapop and sit in stationary traffic for a few hours in exchange for blinding racing on a blinding track that I can actually see vast swathes of. And anyone who went to the '06 GP there or the MXdN the same year can testify that Matterley does produce electrifying racing that you can actually see without having to impale yourself on chestnut paling.

But promoting a British GP costs major moolah and it's also a high-risk deal – there's no guaranteed return on investment with this one. In fact you'd be better off buying scratchcards or forking out for a timeshare in Tripoli if you wanted to end the weekend in the black. Which is why on top of cheering on our home heroes out on the track we need to support Steve Dixon and his backers away from it. That way we can look forward to the 2012 GP the same way we're all relishing the prospect of the 2011 GP...

On a separate note, if Steve can be blessed with the kind of weather we got at Canada Heights for round four of the Red Bull Pro Nationals then I reckon he's onto a surefire winner. The RBNs really do go all-out to cater for hardcore fans with a packed racecard and at the same time reach out to a wider mainstream audience with all sorts of sideshows that take motocross away from being a niche sport, turning it instead into a family day out.

In all the years I've been going there I honestly don't think I've ever seen Canada Heights busier and as I had my seven-year-old daughter riding shotgun for the weekend I fell into a couple of demographics – race fan and family man. The fan part of me was treated to a whole raft of racing while the daddy bit had Hazel dragging me on laps of the KidZone where she ignored Roary the Racing Car and Bob the Builder in favour of repeated goes on the bungee trampolines.

Obviously, although the pre-event publicity bombardment worked wonders, there's a big difference between Canada Heights on a blazing-hot day in July and Canada Heights on a rain-lashed day in March. But it does prove that marketed professionally – and with Mother Nature on our side – motocross can reach out to the mainstream masses.

Finally, I'd like to say thanks to the Suzuki try-out team who very, very nearly got Hazel flying solo on a motorbike for the very first time – in particular 'Stretch' Angus who was on secondment from the marvellous Dover MXCP. I guess it's now up to me to pick up where you left off. Anyone got a cheap DR-Z 70 for sale?

*Sean*



*Marty Barr's finding some fine form on the rebranded Boost Energy KTM team*



*Swordy and TC will both race SX this winter – just not for CCM*

*Thankfully Steve Ramon's on the mend after his horror crash at Lommel*

*Daisy Dukes, bikini on top! Pant...*



© Frank Hoppen



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## NEWSHAWND!

A SUMMERY SUMMARY OF EVERYTHING THAT'S GOING DOWN IN DIRT BIKE TOWN...

**N**ews fresh in from the AMA Amateur Nationals at Loretta Lynn's Dude Ranch is that County Durham's Paul Coates has scored an opening moto win in the Schoolboy 2 class for 13-16-year-olds. The plucky pint-sized teenager who's now a full-time resident at the Millsaps Training Facility in the US seems to be putting that great opportunity to good use by beating America's best youth racers to the finish.

Rage readers may remember PC as he was a top-flight BYMX competitor before heading Stateside a couple of seasons ago. Of course, his old man Paul and sister Alexandra are still regular faces on the UK MX scene as they run Auckland Race Trux and casual clothing empire Skate n' Ride from their base in Bishop Auckland. Head online to [www.dirtbikerider.com](http://www.dirtbikerider.com) to see how Paul Jnr gets on throughout the rest of the week...

Also on DBR dot com you'll be able to track the progress of Steve Ramon. The two-time world champ went down hard during the MX1 qualification heat at Lommel and suffered a serious neck injury. Although an MRI scan

confirmed nothing was broken, nerve damage meant that Ramon lost an amount of feeling and movement in his arms and legs.

"Steve suffered a contusion of the spine and when the muscles began to ease he could regain feeling and move his legs. He can now sit-up and has begun the first steps of a 10-15 point plan," says Ramon's doctor Sam Vermeire. "There is a long way to go and we hope he'll soon be able to take his first steps before making transfers such as moving from bed, getting up to walk across the room, sitting down and so on. Then he will be able to leave the hospital and go home to begin his rehab and physio from there."

"In four to six weeks we will know a lot more about his recovery and options for his career in the future. It could be three to five months before there is a full recovery and perhaps some painful rehab ahead because of the nerve damage but, like I said, the first positive steps have been made so we will see how we progress from here."

Already aged 31 I reckon it's unlikely Ramon will make a full-time return to GP action and as one of



You'll get a second chance to see Tommy and Max hammer into Hawkstone's first turn in 2011 thanks to this month's Red Bull Pro National



Josh Hansen struggled at the Zwarte Cross festival with technical problems



Mr Marcus fights to keep his five-tonner under control



Christina's Cards

the most respectful, classy, honest and friendly riders on the international motocross scene today he'll surely be missed. In his absence Steve's former Suzuki team-mate Kevin Strijbos will step back into the factory squad to ride shotgun to Clement Desalle.

Coincidentally, Ramon's old sparring partner David Philippaerts is also set to miss the tail end of the season after crashing during a training session in Germany. The 27-year-old 2008 MX1 world champ landed hard from a double jump breaking both wrists in the process. Although he was operated on the same day it's unlikely we'll see him back on a bike during 2011 and wiping is also likely to be a problem. Skids and wheelies, eh David?

In other injury news Buildbase CCM's Stephen Sword is also done for the year after damaging ankle ligaments. The Scottish terrier is looking to return for this winter's supercross series although it's not 100 per cent certain what he'll be racing as CCM seem to be struggling at the moment following the theft of their race bikes and some other so far undisclosed issues.

On the subject of the Future West supercross series it's looking like the 2011/12 championship chase is gonna be the best yet as the Hellams have committed to a proper British championship for British riders. Racers signed up so far include reigning indoor champs Tom Church and Jack Brunel, the Swordsman, Gordy Crackhard, Martin Barr, Adam Chatfield, Neville Bradshaw, Elliott Banks-Browne and the fender-bender Ashley Greedy. There'll be a ton more stars signed up by the time the series kicks off in Sheffield on Saturday **October 22** before continuing in Belfast (November 19), Glasgow (November 26) and London (January 14), finally ending in Birmingham on February 18. For up to date ticket, rider entry and all other information log on to [www.fwsx.com](http://www.fwsx.com)

The Weston-super-Mare beach race saga has settled down now with RHL Activities running two races this winter – the first at Weston-super-Mare on the weekend of October 8/9 and the second at Swansea on March 3/4. Could it be that Swansea will rival Le Touquet as THE pre-season beach blast or will people be put off by its timing being so

close to the start of the race season? Only time will tell on that one but fair play to Gareth and the gang for giving it a good go. All the information you need about either event can be found at

[www.wbruk.com](http://www.wbruk.com) or by calling **01873 840640**.

While I'm going down the what's on route August looks set to be a good time for race fans. For starters we've got the penultimate round of the Maxxis at Duns in south east Scotland on August 14, the British GP at Matterley t'weekend after and then the Red Bull Pro National to end all Red Bull Pro Nationals at Hawkstone t'weekend after that – or **August 27/28** if you've lost track of t'weekends and that.

You probably already know that Duns marks the return of Billy MacKenzie to UK competition while the GP has its own preview starting on page 86 so let me tell you about the Hawkstone round of the RBPNS. With added international wildcards – Tommy Searle, Max Anstie, Jonathan Barragan and Xavier Boog – and Kawasaki launching their 2012 off-road models it's gonna be a great weekend for fans of green. But there's way more than that...

Events 22 are currently in negotiations with the factory KTM team and an appearance over the weekend by Ken Roczen and Jeffrey Herlings is a very strong possibility. KTM UK team-mates Jake Nicholls and Tom Church will definitely be racing and plenty of other international wildcards are being lined up too both for the Pro National and Elite Youth Cup.

Off the track the Red Bull Matadors will be thrilling crowds with their Air Race-style aerial acrobatics, Dougie Lampkin will be doing his thing on his Gas Gas and British FMX legends Jamie Squibb and Chris Birch will be joined by Thomas Pages and Fredrik Berggren aka Frog as they reach for the Shropshire skies on the dastardly dirt bikes. All in all it's set to be a great weekend that follows two other great weekends n'all – what is it they say about buses and porn stars?

For more info as it becomes available log on to [www.redbullpronationals.com](http://www.redbullpronationals.com)

Steve Turner's KTM team has had a wee makeover this month as title sponsor Proppa.com went into liquidation despite having backing from Duncan Bannatyne after founder Adam Weaver made a successful pitch on Dragon's Den. Anyhoo, Proppa.com KTM's no more as the team will now be known as Boost Energy KTM following the decision of the Leeds-based drinks giant to step up to the mark. All-round it's been a funny old month for the team who struggled at the German GP, changed title sponsor and then bounced back strong to win their maiden Maxxis round c/o Martin Barr. Team apprentice Nez Parker's finally firing on all cylinders n'all after swapping the speedy 350 for a 2012 450SX-F – it looks like the Boost boost has worked out well for all of the Lancashire-based motley crew.

DBR advertising guru Marcus Davies followed Wakker's advice n' gripped it and ripped it recently – 'it' being his CR500. Taking part in the Barbon Hill Climb Mr Marcus laid down some reet fast times on the old oil burner on his way to a stellar 17th in the up to 500cc class. The 500 proved to be a bit of a handful on the Tarmac track as this totally fluked Christina Rawlinson shot shows – whoa down boy!

In other subjects regarding off-road oddities what about that Zwarte Cross festival in Holland? If you've never heard owt about it check it out because it's the coolest festival on this planet and held each year at former MXGP venue Lichtenvoorde in ze east of ze Netherlands. This year's get-together featured over 100 bands – new wave outfit Blondie was one of 'em! – and attracted more than 150,000 visitors from all walks of life including AMA hero Josh Hansen.

Come race day the SX star got his ass handed to him by the locals in the 'Superklasse' that was won by William Saris who beat a star-studded field of sand-scratchers including Erik Eggen and our very own Marcus Lee-Soper who scored an awesome third in the first leg before crashing out in the second.

As well as all the rock Zwarte Cross has races for mopeds, home-made buggies, kids and adults on kids' bikes and really has to be seen to be believed. Have a look at [www.zwartecross.nl](http://www.zwartecross.nl) to see images of this year's get together and also for details of next year's event which promises to be even bigger, better and madder.





# WIN! WIN! WIN! WIN!

## DONJOY BRACES AND DB RACING TRACK DAYS UP FOR GRABS...

**T**his month's cover star **Elliott Banks-Browne** and his **DB Racing Honda** have been on fire so far this season with an 87.5 per cent win rate in the Red Bull Pro Nationals and an almost as stellar run in the Maxxis where he currently sits second in the series standings. To be a winner like EBB you've got to equip yourself with the best and that's why Elliott chooses to ride for DB Racing Honda and will only use superior personal products like Donjoy knee braces and **SuttDawg Industries™** sticking plasters\*.

Donjoy have been around for 30 years now and offer the best in injury-prevention and post-op recovery assistance products. As well as being used by EBB, four-time world champion Antonio Cairoli's a fan and over a million customers worldwide can't be wrong either.

To celebrate how sweet Donjoy products are we've hooked up with them, DB Racing and The Baron's grandson to offer all **DBR**

readers and **DirtZone** members the opportunity to win free custom-sized Donjoy products and a track day at a super-secret training facility in the Midlands with the DB Racing team for you and a friend. And that's not all because two runners-up will also win some sweet swag too – the first runner-up getting to partake in the track day with a buddy while one other lucky so and so will win a pair of Donjoy wrist braces. How cool is that?

Because this is such a pukka prize package we're gonna make you work super-hard to win it which means answering two questions – one this month and one next, provided we remember. Cos we're nice and that we're gonna start you off with a simple one – what does the DB in DB Racing stand for?

**Is it:** **A:** Dirt Bike  
**B:** Donjoy Boomshakalaka  
**C:** David Bright  
**D:** Dirty Bit

When you've figured out the answer head online and log onto [www.dirtbikerider.com](http://www.dirtbikerider.com) or use your smartphone to scan the **QR code** that'll magically transport you somewhere handy like our homepage or something. Once there click on the competitions link, fill in the fields and hit transmit.

Do exactly the same next month when we post the new question, sit back and wait for the news that you're a winner – if you hear nowt don't stress, just be comfortable with the fact that you're not a winner this time but it's the taking part that matters. Yeah right...

Anyhoo, the competition closes on **October 6** with the first three correct answers drawn at random winning the prizes (provided The Bear hasn't guzzled the Donjoy swag, the super-secret training facility or Elliott – ewwww gross!). Winners will need to provide their own bikes, kit and friend for the track day and under 18s will need to be accompanied by a parent or guardian.

Catch you all next month!



\* **SuttDawg Industries™** sticking plasters are a fictional product and are in no way endorsed by **Elliott Banks-Browne, Donjoy or DB Racing Honda**

# BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE  
DIRT BIKE RIDER ARCHIVES



## July 2000:

Plastered in mud from arse to beak, 11-and-a-bit years ago it was Jamie Dobb on the cover to commemorate his 125cc win at the British GP at a rain-lashed Foxhill. It was to have been a triple-header but the persistent precipitation meant Sunday's 250 and 500cc rounds were cancelled. Who knew at the time that it would be the last world championship round in Britain until...



## July 2004:

After four years off the world championship calendar the British GP was back and we marked this awesome occasion with a patriotic paint job on the masthead and a cover shot of Tanel Leok – then riding for the British Motovision team – taken at the glorious Gore Basin. Apart from going a bit buck with our Isle of Wight coverage we also found the time to test Fast Eddy's super-trick CR250, Suttly killed a field of cows for his leathers for a supermoto feature and we took an in-depth look into MX nutrition...

To trawl through more back issues of DBR simply scan your smartphone over the **QR code** opposite or hook your PC up to [www.dirtbikerider.com](http://www.dirtbikerider.com) and click on the Digital Vault button – new issues are constantly being added so keep checking back...



# THE REVEREND

## BUSY, BUSY, BUSY!

IT'S BEEN A FLAT-OUT KINDA MONTH FOR OUR RESIDENT REVEREND WITH FOUR GPS AND A MAXXIS ROUND TO FIT IN...

Words by **Jake Nicholls** Photo by **Suttly**

If I didn't write a daily diary there's no way I'd remember half the stuff that I've done in the last month. Busy, busy, busy...

Hi everyone, I hope you're all well! I finished off last month writing about Desertmartin and from there Blu and I had another week at home as the flight was a lot cheaper to Sweden from the UK than from Belgium. It was cool to spend another week back there and ride my track after some rain. That week Ben Townley and his family came and stayed for a few days before they left to go back home. It was sad to see them go as they were good fun to live with and it would have been nice to keep learning from BT the way I was.

That weekend was the Swedish GP which I always like and my riding was good in the week so I was confident it was going to be good. I got my season best finish of eighth in the first moto even though I wasn't riding well, then while riding a lot better in moto two the bike stopped due to an electrical fault which was a massive shame.

I flew back that night and spent the next morning at home eating scrambled eggs, drinking tea and cycling before pinning it back to Belgium that afternoon. I had a good week then drove to Germany Thursday night/Friday morning in the camper. A good day Saturday saw me get ninth in qualifying but I got real hot for some reason so I had the world's coldest shower after the race.

Sunday was top banana really, I got good starts and rode hard early on in both races and rode the fastest I have all year. But it took its toll on me mentally as in both races with four laps to go I got passed and dropped to eighth both times. Still real good but I wasn't happy about getting passed late on so we drove all the way home that night, did an hour spin watching back the races from the day before in the morning then had a real easy day.

Next day I went to Honda Park which is the roughest day of the week there and did two 40-minute motos straight out with Blu on the pit board. If I can keep my pace up doing 40s round there then I can nearly anywhere. Next day I rode at Lommel so you can imagine I was pretty tired after those couple of days.

That weekend we were in Latvia. Saturday was average as I finished 15th but I came from last as I went down in the first corner. Sunday didn't start much better as I went down again in the first corner of moto one but rode my nuts off to get back to 12th.

Second race I got an average start but didn't crash and hung it out big time, was having a good race and had passed my way comfortably into sixth before we started having another fault with the bike which stopped me from jumping all the jumps in the last five laps and I

dropped to eighth. I was furious after that race to be honest but in one way I was happy as I showed my speed was back and better. I rode Lommel again that Wednesday then Thursday we had Stefan Everts' charity race which was all right – the best thing about it was racing a big wheel 85cc against the kids. I did better than I thought considering I hadn't ridden one since I was 12...

That Friday we drove back home for one night then the next day we headed to Foxhill for the British round. I rode pants in qualifying and the first race and half of the second but I came alive a bit at the end of that race and nearly got Elliott. I had holeshot the first two races but in the last one I was about seventh so I worked my way into second but it was too late to battle with Tonus as he had gapped the field and the gay 20-minute races don't let any end-of-race battles happen like you get in the GPs.

I wish they would bring back the 30-minute races. I work so hard to be as fit as possible for the long GP races and you can get away with doing buggers all and still do good in the 20s. Anyway, I wasn't happy at all with third overall there.

That night we drove back to Belgium and Lewis Tombs came to stay for the week which was cool. We went riding at a deep sand track in Germany on Tuesday which was real good, next day we all went to Berghem in Holland to ride which was heavy but good practice. I had a steady day Thursday and a couple of the Herd came to stay at the house. I drove five minutes up the road to drop the camper off at Lommel then came back and did some gardening with the boys and Blu's dad Simon who had come over with her mum 'Saucy' Sue. We ripped about a ton of ivy off the house then drank tea for the rest of the day.

The Lommel GP went well really. Saturday scared me when Steve Ramon had his massive crash in front of where I was watching – later that night our neighbour who is his chief mechanic told us that the neck brace saved his life so Sunday Leatt hooked me up and I've got one on now. I hung it out in moto one and got the fourth fastest lap time, dropped it halfway through but finished eighth. Second moto I was battling with Roelants until five minutes to go and my back just gave up as it was so tired. I dropped it with two laps to go and lost eighth but ninth still gave me eighth overall and I'm 12th now in the standings.

Ryan Houghton's staying over this week as well as my mates Tom and Shaun. I'm training hard ready for Czecho this weekend and the British GP is getting closer!

**Go hard #45**



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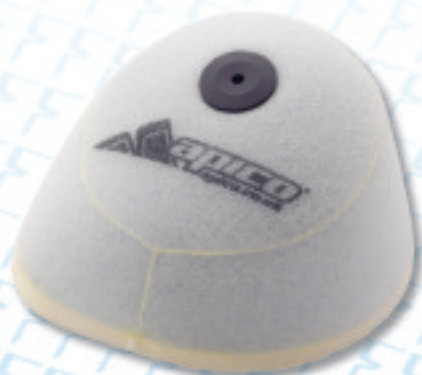


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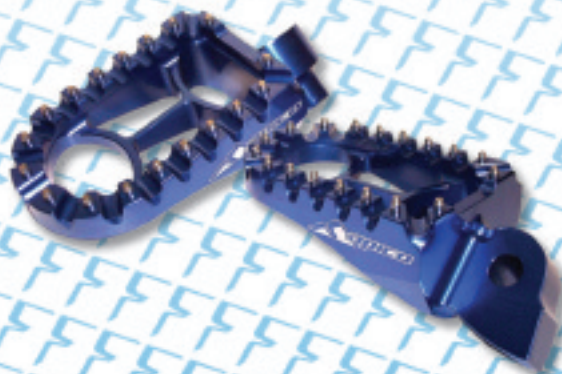
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## BLOOD SWEAT AND GEARS

Welcome, race fans, to Blood, Sweat and Gears! We're in the studio just putting the final touches to another episode. We only have five more events left to film. I can't believe we're nearly at the end of another race season already. But soon you'll have 20 jam-packed episodes so that you can look back on all of the action on Extreme.

I know a few have asked why we're going on so much later this year. As I've said before, the show is now going out across Europe which I'm sure you'll agree is a massive boost for our home-grown British off-road sport. But it does mean things have taken slightly longer than usual while the programme is being translated into a number of different languages. Bonjour, bienvenue and guten tag to our new viewers!

One of the things we're keen to do is get people back out on their bikes. This year we've decided to do a long-term test on a machine to see if it's suitable for novices and intermediate riders because, let's face it, when you read a test by an ex-GP rider in a magazine it sounds great. But the people who are actually going to be riding the bike are average clubman riders like you and I.

Our weapon of choice was a Suzuki RMZ450. We literally rode it straight out of the crate and took it to all the various events and practice tracks where you guys would ride. I've personally been riding on and off since 1982 and have to admit I've been pretty loyal to one particular brand for most of my riding life. I've probably only done two seasons on anything else. So would I take to the Suzuki?

Well, the first day at the practice track and any doubts were soon forgotten – what a machine! Straight out of the shop I was impressed. The bike went where I wanted it to and instilled loads of confidence on the bigger jumps. It pulled strong out of the corners so that I was really hauling by the time I hit some of the longer tabletops.

It didn't mind being ridden hard and the suspension soaked up everything that was thrown at it – not just on the big jumps but the rhythm sections and wave sections as well. I was very impressed. Next up we put it through a GBXC event. Not my forte but it was still great fun, albeit a bit of a handful in the woods. It's toughest test was the legendary Hawkstone Park. Again, the bike passed with flying colours.

Look out for the full tests in the show but already I feel this bike's actually helped me to become a better rider.

Until next month, ride safe...

**Paul Minihane**

**BLOOD SWEAT AND GEARS** will be back on the Extreme Sports Channel (Sky 419/Virgin 527) soon. Check listings for details.



# CROCKSTAR

## WHAT THE F?

ANYONE GOT A CLUE WHAT GC'S GOING ON ABOUT THIS MONTH? ANSWERS ON A POSTCARD TO THE USUAL ADDRESS PLEASE...

Words by Gordon Crockard Photo by Suttly

Now then, now then, what's on? I'm going to cancel my Sky package. I only ever have MTV on – so much so that the little MTV icon in the top left corner of my telly has been burnt into the screen no matter what channel I'm on. For the last 16 months I have lived on my own again after a nine-year stint living with an ex-girlfriend. So I can blast the dung out of the TV on whatever channel I want and a pattern has formed that it's MTV or nothing.

So, in other news, recently there was a Wulf pack formed. The bastes came together on the back of a trials bike excursion from an established mountain range deep in the Northern Irish wilderness. Once there was one lone Wulf alone on his Montesa, then another lone Wulf who was alone on his Beta joined and the lone Wolves were now alone together. Then a third Gas Gas lone Wulf came and so on and so on. Basting is our business and throughout the land you'll hear the pack-calling howl 'how's buizzzzzzziness?'...

I ran the Portaferry 10-miler running race recently. More events coming up so I use them for training and a bit of craic with friends who do them too. I always aim to make my training have some level of fun or enjoyment. The actual pain of proper training is hell – there is a big difference between exercising and training. If you train then you are pushing beyond your comfort zone and into the reserves of your pain threshold. I don't enjoy it at the time but have a solid feeling of satisfaction soon afterwards.

With the clever use of smoke and mirrors I can trick myself into wanting to go to these training sessions. Circuit training classes in universities are the same – plenty of tidy yokes to peacock around and pumping dance music to create a relation to a sweaty club scene. You know my angle I'm sure. When it comes down to it you have to put everything you've got into the actual training, although if you are honest with yourself and motivated then that will come out without asking. I just like to make it as attractive as possible to avoid burn out. After all, if you

haven't got desire, you haven't got anything.

I enjoyed better results at Foxhill for the British championship round. It was very encouraging and I got a lift from how I rode. The following week I had a wasp fly inside my race shirt and I got stung a few times during the race. Duns in Scotland is my next event so I'm looking forward to that...

I went cycling from home to Kirkistown to join the TAS BSB team for a test with Josh Brookes. Those bikes are incredibly fast.

My cat is dead. My crazy neighbour who farms next to me told me his dog ate the cat. I don't believe him as the cat and dog have lived together for over a year. When I'm away from home he feeds the cat for me and has told me before that he doesn't like having to do that. So I reckon the cat got nailed with the farmer's rifle, or his dog did eat the cat. Where I'm stuck is I have no evidence for either story so I don't know whether to hate the farmer or hate the dog for killing my cat. At the minute I'm equal for both.

Good to see my Russian dancing rival Bobby getting his GP wins and podiums. Was also cool to see Chad Reed being graced with a smooth down-sided grass landing for his wee get off into orbit. If that were me I'd have landed on the loading shovel of a digger or a TV scaffolding tower or something rash like that.

By the way, to anyone who has sent me a Facebook request in the last while and not been accepted don't take it personally that I haven't accepted you as a friend. All Facebook accounts max out at 5,000 friends and no more can be added once you reach that limit. I maxed out a while back and currently have over 600 friend requests waiting. Sorry to you if you are one of the 600 users. Try my alternative page – Crockard Motocross Spain instead. On that note I should add that I'll be running the winter camps in 2012 again and keep an eye on [www.crockstar.co.uk](http://www.crockstar.co.uk) for updates or contact points for one-to-one coaching here in the UK. Catch ya later bastes...

*[Handwritten signature]*  
dirtbikerider 19

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# WIN! WIN! WIN! WIN!

## AN EXCLUSIVE KAWASAKI RIDERS CLUB TRAINING DAY WITH **TOMMY SEARLE** AND **MAX ANSTIE**...

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And if that ain't enough to get you joining up double quick-sharp – by going online to [www.kawasakiridersclub.co.uk](http://www.kawasakiridersclub.co.uk) or calling **0845 094 8588** – as an added bonus anyone who becomes a fully paid up

member before **September 30** will automatically be entered into a free draw with one lucky winner getting to spend a day training with CLS Kawasaki team-mates Tommy Searle and Max Anstie at FatCat Motoparc in sunny South Yorkshire. Not bad eh?

If you're not a Kawasaki owner you might be feeling green with envy after reading that lot but don't because here at **DBR** we're breaking down boundaries, pushing the limits of diversity and opening up this bad boy to absolutely anyone and everyone no matter what bike you ride – provided you're a member of **DirtZone** of course.

So for your very own chance to sneak a spot on this super-exclusive training day with Tommy and Max all you have to do is let us know the name of the team that Tommy Searle and Max Anstie currently race for...

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**D:** Team Green

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The competition closes on **September 8** and the winner – who'll be drawn at random from a pile of correct entries – will be notified soon after provided our ravenous designer The Bear hasn't guzzled all our communication devices and carrier pigeons. Along with the entire stock of Morecambe Arndale Centre's Greggs! He's an insatiable animal – growl!



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# SWORDY TIME OUT!

SWORDY'S SHOULDER'S HEALED UP NICELY BUT HIS CROCKED ANKLE'S FORCED HIM TO SIT OUT THE REST OF THE SEASON...

Words by Stephen Sword Photo by Sully

I left you last month with a dislocated shoulder and torn ligaments in my ankle and I had four weeks from Desertmartin to get myself fit ready for Foxhill. After about a week I had full range of movement in the shoulder and was swimming every day from then on although my ankle was still not great at this point.

I worked hard on my fitness over those weeks as I knew I would not ride much before Foxhill to allow maximum time for the injuries to heal. My shoulder was 95 per cent good and I was happy that it would not bother me but my ankle was more of a problem. With heavy strapping I hoped it would be good. However, I was still unable to walk on it properly and the swelling was not getting better. I went practising a few times before Foxhill, felt strong and fast so was hoping it would all come together on the day.

The Saturday before the race at Foxhill my dad took Ayrton for the day so it was nice to have some Jodie and me time. We had a bite to eat in a pub near Foxhill and went to the track after for a quick look. We've not had much time together without Ayrton and as Jodie is heavily pregnant it was nice for us to relax for the day.

On the Sunday morning I woke and felt nervous, partly because my ankle had been throbbing in the night. But I knew I could get a good result as Foxhill is a good track for me. Practice and Super Pole did not go that well for me and as a rider the smallest thing on the day can mentally stop you doing well. But I was determined and had no real pressure on me.

The first race I got a good start out the gate, I felt strong and even though I was behind Brad I knew I had more to give so waited until the right moment and made my pass. I won that race, felt mega and was looking forward to the next race. Second time out I was leading and pulling away when I twisted my ankle in a corner. I was in a lot of pain so I pulled in and knew the day was over for me. I was gutted as I was riding well and

knew I was capable of three wins.

After Foxhill I went up to the hospital to get an x-ray, just to check there were no broken bones and it was all fine. However, with the swelling and pain I knew that it was not just bruised so I have booked a scan to check for ligament damage. I'll not be ready for Duns as there's no possible way I can ride with my ankle and I'm looking at a good four to six weeks rest to get it 100 per cent.

It was very disappointing for the team and myself as they are stopping this year. I spoke with them and have come to the agreement that I will not ride again now for the rest of season to give my injuries time to heal. They have been a great team to ride for and have supported me through all the highs and lows that we have encountered over the last two years. I'm glad I've given them wins but it would have been great for a title for us both. So thanks to them for all their help and support through the last two years.

I'm looking now to be focused on doing the supercross at the end of the year. I did a few rounds at the start of this year but had no time to practice on a SX track so was not great. However, this year I will be on it as soon as I am able to and I will get myself fit and ready. One thing I have found through injury is you have to always have something to aim for and now I have this I will give it everything to win.

Jodie and I are due our second baby in a week's time so it is all very exciting. It looks like she will have to have a C-section as the baby is laid sideways so it will mean a bit more work for me! Ayrton is flat-out so, as Jodie says, roll on the lack of sleep.

I'm going to be looking at doing some training schools as I can't ride at the moment so keep a look out on my Facebook page for more info.

Braaaaaaaap #2

*Handwritten signature: Sully #2*



# MAC RECAP!

WE CATCH UP WITH BILLY IN OZ JUST BEFORE HE JETS BACK FOR THE BRITISH GP...

Interview and photo by **Matty Muir**

**DBR:** So Billy, how would you describe your 2011 Australian outdoor MX series?

**BM:** "One word – frustrating."

**DBR:** Same as last year you had to race with an injury and that obviously had an effect on your results. Are you back to 100 per cent fitness now?

**BM:** "No, I broke my finger before the second last round. It's just my little finger and I don't want to make a big deal about it but it did hamper my performance a little bit. And this season I have had a broken shoulder blade and ribs and the whole season I have just been taking too many tumbles. It's something I have to sharpen up on. I also have to control my emotions a little I feel although I think I am learning to do that now. Riding with injuries sucks and it is emotionally draining but I have done the best I could this year."

**DBR:** With the knowledge gained by doing a full season in Australia last year has it made you approach this year's series differently?

**BM:** "Yes, a lot differently. I came into the series absolutely swinging. I was riding well during the week, I was putting in a lot of good hard motos and it ended up biting me in the arse. So I had to take more of a relaxed approach and came into the mid-season

strong. And then towards the end I tried to put things a little bit more and may have put a bit too much pressure on myself and kind of screwed things up and had another injury. But I don't know, I tried things differently but we will work on it again next time."

**DBR:** You only did two rounds of supercross last year and came away from that with two second place finishes. You must be confident heading into this year's championship?

**BM:** "Yeah, I'm really excited about it. I like supercross and I wish I had the chance to race the full season last year but things happen. I enjoy it and think it suits my style plus the whole atmosphere is great. With my results last year I'm confident I can compete for the championship."

**DBR:** Has testing for indoors already begun or has the focus been 100 per cent outdoors?

**BM:** "No, 100 per cent outdoors. We won't start testing until around a month before which will be enough time. We have some supercross tracks to be built and a lot to organise but we will make it happen."

**DBR:** You've said that you're racing the British GP at Matterley Basin. Is that still going ahead?

**BM:** "Yes, at the moment it is. I just need to make sure I've got my head on right. I'm going to go home and do a lot of riding with my mates and just get fresh again. And I'm hoping that going home and doing all of that will give me the confidence I need for the British GP – if all goes well it will be a good buzz."

**DBR:** Any chance you're also going to do any US races this year?

**BM:** "No, not this season – I don't plan on it."

**DBR:** Are you hoping to represent Great Britain in the Motocross des Nations in France this year?

**BM:** "Yeah, it would be cool if I get picked and a lot of it depends on the British GP. If I do well there and I enjoy racing that then I would like to do the MXdN. But if I'm going in there just as a substitute or the next best thing then I don't think I will be keen for that. I really want to make sure I'm 100 per cent and can go and do the best for my country."

**DBR:** Well best of luck for the rest of the season. Is there anything else you'd like to say to your friends and fans around the world?

**BM:** "Just that I've been missing home a bit recently and I'm really looking forward to seeing everyone when I get back."

# LAP OF HOPE!

HERE'S HOW YOU CAN DO YOUR BIT FOR SPINAL INJURIES RESEARCH

**S**ome of the biggest hitters in British MX are getting together on the Tuesday before the Matterley Basin GP – that's **August 16** – to support the Lap of Hope charity day at Apex.

Conceived by former GP racer Justin Morris and his friend Lee Morgan, the day is a celebration of extreme sports with a serious purpose – to raise awareness about spinal injuries and money for research charity Wings for Life and the Stephen Murray benefit Stay Strong.

The list of riders due to attend reads like a who's who of British motocross with Zach Osborne, Jason Dougan, Brad Anderson, Arnaud Tonus, Max Anstie, Jake Nicholls, Tom Church, Mel Pocock, Gordon Crockard, Elliott Banks-Browne, Martin Barr, Kristian Whatley, Gert Krestinov and Billy MacKenzie among the stars due to appear. There's also a strong possibility that world MX1 #2 Clement Desalle will make a guest appearance at the Worcester venue.

On the day there will be riding sessions for kids and adults at a cost of £50 although spaces are filling up fast. There will also be a dirt jump comp with Kye Forte and some of the UK's top BMX riders plus a FMX demo and a pro whip competition.

On top of all of this there will be the Lap of Hopettes led by Katy Bullock and her friends, a raffle with up to £10,000 worth of prizes, a visit from Welsh rugby star Gavin Henson plus a hog roast, bar and music on the day. The event runs from noon until 8pm.

Apex is just off junction six of the M5. For more info go to [www.lapofhope.com](http://www.lapofhope.com) or call **07912 992389**.



## MAX POWER

### FIVE TIMES FOUR!

NOPE, MAX AIN'T DOING HIS MATHS HOMEWORK – THAT'S HOW MANY TIMES HE'S COME UP ONE PLACE SHORT OF THE PODIUM THIS YEAR...

Words by **Max Anstie** Photo by **Ray Archer**

**S**o Sweden rolled around and it was time to go see loads of lovely blondes and also do some racing! Unfortunately for my eyes the weather wasn't so good so they were covered up but riding wise it was great. I eventually finished up fourth again which was a solid result.

After a mediocre week and a bit of stress from a few angles I rode around like a knob in Germany but then came out with the ride of my life in Latvia and got so close again to getting on the podium. Another two weeks then went by with loads of sand training and testing before Lommel. Lommel is renowned as one of the hardest GPs on the circuit because of how bumpy and rough the track can get.

I felt ready and confident running into Saturday and pulled off a third in my quail race. So pretty much on Sunday I made it as hard as possible for myself, nearly getting the holeshot in moto one then jumping off the track and having to go through the green netting which set me back in around 12th. I then came through the field and got on the back door of third before hitting a kicker and flying off the side of the bike and track. I picked myself back up in about seventh then went to work again but only managed to claw my way back to fourth.

Moto two I got a little sandwiched with the KTM boys and then in the second turn ran up the bank so coming around on the first lap I was in 21st. Then I started to put the hammer down and pass everyone which got me into fourth

again. I was closing up on the geeky Belgian who was sat in third before once again I hit the deck. Picking myself up I had to get my way around Paulin again and actually was setting the fastest times of the race in this period but ran out of time to get Van Horebeek.

The most awesome thing went down before Lommel – I headed to Calais on the Friday to get the lovely Sophie May! She then stuck by my side all weekend helping me out whenever needed. Also the whole family from the great USA came over to cheer it up and watch me play in the sand.

After Lommel we all headed back to our sweet house in Zarren. We then took Zoey to one of our friend's houses to play with some chickens and to ride in the sand buggy. She had loads of fun holding the chickens but Sophie didn't have too much fun as she was scared of them! The weather was also great that day and we all enjoyed relaxing in the garden.

So this month really all I have done is train, ride and race. A hard month but not that exciting and I'm ready now after five fourth-placed finishes to get on that box. It was awesome at Lommel to have a little change and this week will be great fun maxin' and relaxin' before we go and rip it up in Czecho.

The 1994 500 GP in Czechoslovakia was won by my dad so I'm looking forward to doing a good job and getting up on the box!

*Max*



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# JAMES NOBLE

**THIS MONTH IT'S A CASE OF 'EX' PRO PROBE WITH RETIRED FORMER BRITISH MXdn TEAM MEMBER JAMES NOBLE IN THE HOT SEAT AFTER HIS ONE-OFF COMEBACK RIDE AT WHITBY...**

Interview and photo by **JP O'Connell**

**Q:** How hard has it been watching motocross from the sidelines?

**Tom Stoodley, Bolton**

**JN:** "Not that hard really. I love watching MX and don't have the stress of riding well when I am watching. Me and the wife watch GPs on a Sunday and it's good to just enjoy it and not be stressing."

**Q:** Has it been hard having to adapt to a normal job after so many years racing for a living?

**Simon Ball, Doncaster**

**JN:** "No, not really because after I left school I worked for my father and rode at the same time. In '01 when I did the British and European championships I would work five days a week – I got a Tuesday and Thursday afternoon off to go riding and a Friday if we were doing a European. Running to work and back was my training."

"Dad was helping me a lot back then but he made me earn it. Also I only had two seasons where I did not go back to work in the winter, the rest I worked October to January so I knew what it was going to be like to go back to work. Although I do miss the release of riding now – when I was on the bike I could forget all the stress of the business. Sometimes I wish I could just take the day off and go riding!"

**Q:** After your one-off ride at Whitby in the RBPN a few weeks back did it make you want to hand your notice in and start riding again?

**Emily Norris, Norton**

**JN:** "No, it was more the other way! I'd only rode a bike twice before that race and I enjoyed just riding and not having to look where I could go faster or doing 40-minute motos so I thought I'd have a go at racing again and see if there was anything inside me that still wanted to do this. I love motocross but the actual racing, I think it's left the system. I feel like I've had my day. I kind of lost my passion to race but not to ride. It's hard when you can't get the positions you did before."

**Q:** Is it possible to make a living from racing motocross as a consistent 10th-15th place GP finisher?

**Sam Bray, Devon**

**JN:** "It was when I did GPs at first but then it wasn't possible and that's why I stopped which I hated because that's where I wanted to be in MX, doing GPs."

If you are young and still living at home and your parents are helping you a lot – or your parents are rich – or you have a really good sponsor it's possible to ride GPs but to make a living? That is probably only the top 10 riders."

**Q:** Would you encourage your son if he decided to follow in dad's footsteps and try to live the MX dream?

**George Thompson, Kidsgrove**

**JN:** "I would encourage it if he wants to but I defo will not be pushing him into it."

**Q:** Since you retired what do you miss most?

**Ed Meyer, Hemel Hempstead**

**JN:** "I miss going practising to a little track about an hour from me – I knew the guy who owned it and I had lots of good mates over there, we met up at the track to go riding. I miss travelling around Europe and I miss seeing everyone."

**Q:** Do you feel fully satisfied with your achievements on the track or are there things you wish you'd maybe done differently?

**Stuart Merrit, Morley**

**JN:** "Yes, I'm happy with how things went – I know I gave it everything every time I raced. One thing, I wished I had left RWJ sooner."

**Q:** If you don't remember me I'm the one who forced you to take early retirement! I've heard rumours you can triple your own double – are they true?

**Nez Parker, Leyland**

**JN:** "Youngest, I remember you! I had to retire because I couldn't have the pupil outdo the teacher. Yes, I can triple my own double – can you do it yet? Hope you're not missing me too much – say hi to your mechanic Little Waxy (has he grown much yet?!)"

**Q:** Just how hard was it for you to turn your back on something that has been an integral part of your life for so long?

**Craig Norton, Stafford**

**JN:** "At first it was a novelty having time to do 'normal' life things at weekends. The kids ask when we are going to motocross in the camper now and then but of course it was hard – I raced for most of my life."

**Q:** Who did you most enjoy racing against during your career?

**Daniel Mockeridge, Loughborough**

**JN:** "I didn't battle with him much but I enjoyed racing with Joel Smets, he never let being five times world champ go to his head – he was a really nice guy."

**Q:** Which season was your favourite and why?

**Ray Fraser, Ilminster**

**JN:** "I have two favourites – 2002 was my first GP season with a team [RWJ] and I had the most fun with Jonesy [Mark] and Flocky [Stuart]. They opened my eyes that year! Also, '07 with Multitek – that was the season I felt I rode the best."

**Q:** Do you have a practice bike and if so how often are you getting out on it?

**Christian Roberts, Christchurch**

**JN:** "No, I don't have one."

**Q:** Now that you have retired and don't have to worry about upsetting Youthstream what are your honest thoughts on the changes they have made to the GPs – ie the 1000 Euro entry fees, no prize money etc?

**Tim Cheeseman, Letchworth**

**JN:** "I could go on forever but I honestly think the changes are a joke! You had to qualify to get a GP ride so there were the fastest 40 riders on the line. Now it's like as long as you have 1000 Euros you can ride a GP – it doesn't matter if you're 25 seconds slower than the leader! I am with Eastwood on this one."

**Q:** If you could relive just one day of your career which would it be?

**Steve Price, Chipping Sodbury**

**JN:** "Austria 2002. The week before in Italy I struggled to even qualify, then the week after in Austria I was second in both practices and I qualified fifth. I got a bad start in the race but came through to finish in fifth."

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Fire off your questions to the Bike It Cosworth Wild Wolf Yamaha Maxxis MX2 championship leader  
c/o [dbproprobe@googlemail.com](mailto:dbproprobe@googlemail.com)



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# HOOPS' HEROES!

OUR LATEST TEST OF TESTICULAR FORTITUDE IS BETWEEN ROB HOOPER'S MAXXIS APICO SUZUKI RIDERS SCUBA STEVE CLARKE AND KAYNE LAMONT...

Interviews and photo by JP O'Connell

**DBR:** Who would you like to play you in a film of your life?

**SC:** "Jack Black or should I say Johnny Depp from Pirates of the Caribbean."

**KL:** "Adam Sandler."

**DBR:** When did you last clean an air filter?

**SC:** "Last week."

**KL:** "Maybe six months ago, actually, maybe a year ago."

**DBR:** What was the last lie that you told and who was it to?

**SC:** "I try not to lie too often but it was probably a little one to my dad."

**KL:** "I probably told Gary that I'd cleaned something around the house that I'm pretty sure I didn't do!"

**DBR:** Could you check your own valve clearances?

**SC:** "Yes."

**KL:** "No way, wouldn't have a clue."

**DBR:** Something you eat that you know you shouldn't?

**SC:** "Have you got two or three pages!"

**KL:** "I eat quite a lot of sweets."

**DBR:** You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

**SC:** "Definitely, a win's a win."

**KL:** "I'd give it my all to get past him yeah – if he went down then he went down and if I went down then I went down."

**DBR:** Do you own a pair of pyjamas?

**SC:** "I actually have about 25 pairs of pyjama trousers that I brought back from America with me! There's all sorts – Dr Pepper, Budweiser, Pacman, Mario Kart. I'll wear them to go shopping, I'll go anywhere in them – I'm not scared!"

**KL:** "I own some Action Man ones but they're back in New Zealand – I don't have any over here."

**DBR:** What is the highlight of your career so far?

**SC:** "Probably winning the Junior FIM 85cc world championship in '05 – that was a really prestigious race and a special moment in my life really."

**KL:** "It's got to be getting second in the MX125 at the Czech Republic in one of the races."

**DBR:** What car do you drive?

**SC:** "A Mercedes Vito van."

**KL:** "I've got a Toyota Super Custom van back home but I'm not allowed to drive over here."

**DBR:** And if money were no object?

**SC:** "A Lambo – all day and every day!"

**KL:** "I've been watching a bit of Top Gear lately and they had the new Nissan Skyline which was pretty cool."

**DBR:** Have you ever blamed a poor result on a non-existent mechanical issue?

**SC:** "Never, I'd never do that, it's not fair to my mechanic."

**KL:** "No, I don't think so."

**DBR:** If you could change anything about yourself what would it be?

**SC:** "I sometimes wish I was mentally a bit stronger – it's a big deal in motocross. Anyone can work on being physically strong but mental strength is something you either have or haven't."

**KL:** "Probably to be a little bit stronger and maybe not so tall."

**DBR:** If you could meet any person – dead or alive – who would it be?

**SC:** "Steve Irwin the crocodile hunter, he was an absolute legend."

**KL:** "I think it would have to be Muhammad Ali or Ricky Carmichael."

**DBR:** If you could have any super power for a week what would it be?

**SC:** "To be able to see through women's clothes!"

**KL:** "To be able to fly."

**DBR:** If you were shipwrecked on an island what three things would you want with you?

**SC:** "An iPhone, a motocross bike and fuel."

**KL:** "A TV, a jetski to play around on and an iPod."

**DBR:** What's been the most embarrassing thing you've done while drunk?

**SC:** "I don't drink very often so I don't think I've ever done anything that embarrassing really."

**KL:** "Probably dancing next to some chick and she full whacked me in the head with an elbow and I got knocked out!"

**DBR:** What's your most prized material possession?

**SC:** "My iPhone! I love that thing!"

**KL:** "I'd have to say my phone."

**DBR:** Favourite race you've ever been in?

**SC:** "Probably the Indianapolis SX '09 when I had a fifth. There's just nothing like it – 65,000 people going nuts, you just can't beat that."

**KL:** "Probably one of the MX 125s"

**DBR:** Be honest, how often do you Google yourself?

**SC:** "I've never Googled myself, promise! I did Google something the other day and it came up – surprisingly – but it's a little personal joke. Put in KTK and about 10 people will get it."

**KL:** "My dad Googles me quite a lot to catch up on results but personally I don't Google myself at all."

**DBR:** Blonde or brunette?

**SC:** "Depends which one is fitter!"

**KL:** "Brunette."

**DBR:** Is winning a race better than sex?

**SC:** "Yes. Actually change that and put it as equal!"

**KL:** "Mmmm, yep!"

**DBR:** One thing about your riding style that you'd like to improve?

**SC:** "Speed."

**KL:** "Just technique pretty much."

**DBR:** What's your favourite film?

**SC:** "The Hangover one and two."

**KL:** "Anything with Adam Sandler or Will Ferrell."

**DBR:** What would you say is your most annoying habit?

**SC:** "I like to take my time when I do things, I like to have things organised. Whenever someone's in a rush and they want me to hurry up, well, it's not happening."

**KL:** "Probably clicking my knuckles too much."

**DBR:** What's the worst motocross-related decision you've made during your career?

**SC:** "I don't know, I don't really regret any of my decisions. I'm happy with my life and I'm happy with how I'm doing. Saying that I wish I had tried a bit harder in the past but that is what it is."

**KL:** "I don't really have one, most of them have been pretty good so far."

**DBR:** If you had to permanently give up either the internet, mobile phone or TV which would it be?

**SC:** "TV, you can watch it on the internet!"

**KL:** "TV."

**DBR:** Something about yourself that nobody else knows?

**SC:** "I've only worn one style of underwear – Rocha John Rocha – since I was about 12. I think I've got about 25 pairs of black and grey ones!"

**KL:** "I come from a town with only 500 people in it."

# ÖHLINS...A CLEAR FOCUS ON SUCCESS!

2010 MX2 British Champion Zach Osborne - image courtesy of Mark Turner



Motocross success is in our DNA, from the first World Championship win in 1978 with Gennady Moiseev to 2010 with Zach Osborne winning the British MX2 Championship for the Bike-It Cosworth Yamaha team. Ohlins latest TTX products offer every rider the opportunity to strive for success!

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Marty Barr is ripping up the UK tracks on his 350cc Boost Energy KTM



## ANYONE'S GAME!

WITH ONE OF IRELAND'S LEADING LIGHTS SIDELINED WITH A BUSTED LEG THE DOMESTIC TITLE FIGHTS HAVE BEEN THROWN WIDE OPEN...

Words by **Stevie Mills** Photo by **Sutty**

**W**ith the season ripping past the halfway mark it's flat-out on the Emerald Isle with the prestigious Red Bull Pro Nationals rolling into Desertmartin come September 3-4 plus a host of racing all over this green and pleasant island of ours!

Yep, it's all happening here folks and following the runaway success of the Carrick club's supercross event the forward-thinking bunch are running a two-day motocross on August 19-20 at a brand new venue – Knockagh Hill Moto Park just outside Carrickfergus. Entries are invited from all solo classes, quads and sidecars and even classics will get a run out on the Friday evening before the evening's entertainment kicks off in the beer tent!

One week later on August 26-27 the Temple club's Brian Bell Memorial meeting has been upgraded to a full-on international event with some serious big guns coming to do battle with the local talent. Headliners Mickael Pichon, Jonathan Barragan and Gregory Aranda are the first superstar names on the start list with factory KTM and Honda riders still involved in negotiations. It promises to be a cracker. Jimmy Walker has secured a boat deal for UK riders – go to [www.stenaline.co.uk/special\\_event](http://www.stenaline.co.uk/special_event) – and the secret password is motox2011 to receive a massively special discount.

Across the pond the Irish Armada are making waves. In the British MX1 series Martin Barr on the Boost Energy KTM is riding fantastic and taking two wins at the last round will feed Martin's confidence to race for wins in the future. Just three points separate Martin from Samsung

Yamaha ace Kristian Whatley who still remains in second position in the standings. GC found his mojo on the extremely technical Foxhill circuit, taking seventh overall and 10th in the points table.

Our adopted son Mel Pocock is keeping his Relentless Suzuki by TAS in the mix in the ultra-competitive MX2 class. For sure Mel is facing some fierce competition against some of the best GP racers so fourth in the points is not to be sneezed at.

In the Red Bull Pro Nationals, Martin is in contention and currently lies second behind Brad Anderson with fellow Ulsterman Gordon Crockard seventh with two rounds to run. Mel is making good use of the tricked out yellow and black machine that the TAS boffins have produced and is second in the MX2 points.

It ain't over till it's over! It's an old adage that's written on many a plastercast and I'm sad to say there's plenty of room to write it on Wayne Garrett's latest! Wayne was leading the domestic championship with a healthy points cushion and was high on a wave of confidence after his success at Desertmartin in the British MX1 series a few weeks ago. But a crash which resulted in a serious leg injury at Seaforde sounded the end of his 2011 racing campaign.

Both Wayne and his younger brother – MX2 title contender Jason – are now on the sidelines after Jason rang his bell at Seaforde in May. See you on the X Box guys.

Back to the scores on the doors and the Irish championship still has two rounds to run and with 150 points on the table the top five riders

are all in with a shout. Tommy Merton on his Watt Kawasaki has inherited the lead but a mere three points separate him from a hungry pack. With Wayne out second in the chase is Richard Bird who scored his first win at Cork City. AJ Elite rider Davy Gorman is next with reigning Ulster champ Robert Hamilton racing his way back into this battle.

In the MX2 class it's VMX racer Michael Mahon and his KTM at the sharp end but he will need to keep his wits about him as young John Mera on the TMC Motocross Honda is starting to find possible championship winning form as evidenced by his three straight wins at Cork. Jim O'Neil has been riding well and finds himself in third spot.

In the Norman Watt Motorcycles Ulster Premier division Ricky Bird will inherit the lead in Wayne's absence with Davy Gorman, Tommy Merton and Michael Mahon filling out the top five. The Nutt Travel MX2 series could throw up yet another surprise but with Wayne and Michael McCammond out of the equation Tommy should be odds-on favourite. Merton takes the lead from Dromore lads Ryan Adair and Adam Murphy.

Finally this month, congratulations to young Watt/Agnew Recovery KTM pilot Glen Irwin on wrapping up the youth Ulster/Irish championships with one round remaining. Glen received a 2012 125cc KTM from Watt Motorcycles and is looking forward to riding selected adult events this summer.

I'll see you all in the beer tent...

*Stevie*

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*If an EWC round struggles for entries in Romania then what will happen if the series travels to South America?*



## LONG HAUL?

WITH THE EWC LOOKING AT A SOUTH AMERICAN START IN 2012 AND THE EEC AIMING FOR THE FAR CORNERS OF EUROPE WHAT ASKS OUR ENDURO EXPERT, IS WRONG WITH KEEPING THINGS CHEAPER AND CLOSER TO HOME?

Words and photo by Jonty Edmunds

If things go ahead as planned – which they might not do for reasons I'll explain later – the 2012 Enduro World Championship will start with two races in South America. The first will be in Argentina, the second in Chile. It'll see the EWC return to the Americas for the first time since Mexico 2009. But is now really the right time for the EWC to be gallivanting off again?

At the same time the European Enduro Championship – the affordable 'come as you are' series – is planning on having two of its four rounds in Latvia and Estonia, oh and another in Slovakia. From Blighty that's three significant road trips and it's as bad if not worse for the Portuguese, Spanish, French and Italians.

With or without the EWC heading to South America, committing to a full championship is something that's no small undertaking. Sure, competitor numbers were bulging at the opening round in Spain but Turkey, Greece and Romania were a different story altogether. Put simply the EWC isn't attracting the numbers of riders it would like to at present so what the hell is taking a quarter of the series to South America going to do to the championship?

But the FIM are insistent that as a world championship the EWC must 'travel' hence planned events in Argentina and Chile. Seemingly failing to understand what's happening in the world – that pockets full of cash are in short supply – and spurred on by a very select few manufacturers, the FIM are

convinced that spreading the love outside of Europe is absolutely the right thing to do.

But...there's a but!

EWC promoter Alain Blanchard is slowly starting to realise that events outside of Europe don't have an overly positive outcome on the championship, not at present anyway. Why? Reduced rider numbers. The fact that they're also logistically expensive for his company probably has much to do with the fact that he recently commented that "if an event in Romania couldn't be successful in terms of rider numbers then what chance do events on Argentina and Chile have". Ultimately, the ability of organising clubs to deliver what they've promised will, through the FIM, decide if the series does go to South America. And being a pretty insistent lot I'm sure the FIM will do all they can to make the events happen.

There's no questioning the passion people in Argentina and Chile have for motorsport. And there's no reason to suggest they won't deliver two fantastic events. But two things are certain – they'll be expensive to compete in and won't be raced by a large number of committed EWC regulars. As the opening rounds of the championship, poor rider attendance will bathe the series in anything but glory.

What would I do given the chance? Keep the championship exclusively within Europe for at least the next three years. They say charity begins at home so let's support Europe during

times of economic hardship. Instead of putting money into the pockets of South American companies – airlines, hotels, restaurants, hire car companies etc – let's do the same for two more European countries like, say, the UK and Germany. There's no shortage of quality events in Europe and just like SX does in the States – bringing the world's best together – enduro in Europe should do the same. Just an idea...

The thing that's really disappointing – especially for British riders more likely to consider competition in the EEC over the EWC – is the fact that the powers that be in the UEM have missed a trick. Big time. Squeezed out of the world championship thanks to the significant costs of competing, with a well thought out – and affordable – calendar of events the EEC series would, I'm sure, prosper.

A series focused on central Europe with no more than one event in Scandinavia, Eastern or Southern Europe would appeal to an awful lot of riders. Delivering quality events and working hard to raise the standards of the series, it wouldn't take long for the EEC to gain real momentum and become a series with a lot more worth.

As it is at a time when Europe could and should have two strong and complimentary enduro series it doesn't. One because the FIM fail to understand the real world financial pressures riders and teams are under. The second because sensible decision making in the UEM just doesn't seem to happen...

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**Price:** see website

**Supplier:** freestylextreme.com

**Contact:** 0117 967 2240



## JT RACING RACEWEAR

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Price: TBC  
Supplier: decade-europe.com  
Contact: 01792 469811

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Supplier: foxeurope.com  
Contact: 0191 487 6100



## THOR 2012 RACEWEAR

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Price: TBC  
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*Steven Frossard has been the stand-out rookie sensation in MX1 in 2011*



# FIGHTING BACK!

**FOR MUCH OF THE LAST DECADE MICHELE RINALDI'S TEAM WAS #1 IN MX1 BEFORE TONY CAIROLI ARRIVED TO SPOIL THE PARTY. NOW, AFTER A COUPLE OF LEAN YEARS, THE MONSTER ENERGY YAMAHA MEN ARE SHOWING SIGNS OF RECAPTURING FORMER GLORIES...**

Words and photos by Nuno Laranjeira

**T**he dominant force in MX1 for most of the last decade, first with Stefan Everts and then David Philippaerts, Michele Rinaldi's Yamaha team have endured a couple of dry – by their high standards – seasons as Tony Cairoli has established himself as the man to beat.

But for 2011 – with old hand Philippaerts and new recruit Steven Frossard – they've

shown signs of recapturing their former glories with both riders scoring GP race wins and overalls and Frossard in particular threatening a major upset in his debut season on a 450.

DBR dispatched Nuno Laranjeira to the recent German GP to catch up with the two Monster Energy Yamaha riders and get their thoughts on the season so far and life in general...



David Philippaerts – the '08 champ – has been living in his younger team-mate's shadow this season

## DAVID PHILIPPAERTS

### THE FORMER CHAMP...

**DBR:** How important was it to win in Brazil and do you remember the way you felt that weekend?

**DP:** "I do, it was a great weekend – I liked the track very much. The weekend before in Glen Helen I was riding fast but then I had bad starts and I finished at the back and it wasn't good for my motivation. I thought 'okay, I only have one more difficult race in Brazil and then I pull myself together' but when I got there and saw this wonderful track, so well prepped, I just felt good instantly. The crowd is so good there, they keep cheering on you the whole race and maybe all that has helped me to feel motivated and ride so well."

**DBR:** What do you make of the US racing scene?

**DP:** "When I was younger my favourite rider was Andrea Bartolini and I also liked to watch Stefan Everts, Geboers, Jobe, Smets and others so I didn't follow much of the American motocross riders. I like to watch the races from there but I don't feel like riding there, just the GPs. The two times I went there for the GPs I didn't feel good with the tracks and when it's like this it just

means that it's not my place.

"When you have a good team in Europe why should you ever change? Everts and Bartolini did their careers here, they never needed to go over there. Why go there to come back afterwards? Pourcel, Searle and Townley are all back, the only one still staying is Reed..."

"I have nothing against US motocross but why don't they come here instead? We only have two American riders here trying their best, why should it be us going there and not the other way around?"

**DBR:** After that disastrous second moto in France when you were 18th you had a true nightmare in Agueda...

**DP:** "What a sh\*t day! In the first moto I was riding good but on the big triple I went on the outside to pass Goncalves after passing Nagl on the same line two laps before but he changed his line at the last moment so I crashed. After a good start on the second moto I crashed again on a corner and felt very dizzy afterwards so I decided to pull out as it was definitely not my day.

"I started thinking that this is my bad luck year – in three races I crashed seven times! In Sweden I didn't crash, I just broke the front brake! Still something happened so I just want to finish this year in one piece [laughs]..."

**DBR:** You're regarded as one of the most determined riders out there and yet since your 2008 title you've become a bit less aggressive on track and you've stopped winning – could that be the extra bit missing to get out there at the front?

**DP:** "I agree, I'm a smoother rider now but it's also possible to win without being aggressive on the track. During my first years in MX1 I was still riding much like on the 250 – I only became 'quieter' with time. I also think that the tracks are different from 2008 and also the riders – the level is much higher now."

**DBR:** Is it hard seeing Cairoli – a fellow Italian – being so successful?

**DP:** "I think that in 2009 I was living with some



pressure carrying the title from the year before because I had never won a title and to win it was a dream come true for me. People were expecting me to continue winning but the fact is that Cairoli came and he is like Valentino [Rossi] – he's everywhere – which is actually good for the sport in Italy as we never had two title contenders at the same time.

"This pressure was new for me – I wasn't used to it so I think that it was actually too much. Cairoli also had it after his first title but he continued to win because he knows how to deal with it. In 2010 that wasn't a big problem, I was fast but I had a new bike with new suspension and it was only me on the MX1 team. Joshua [Coppins] is a good guy and used to help sometimes to set up the bike. I was riding good last year but not perfect, I think that this year my bike is even better and I'm faster."

**DBR: How do you feel this championship is going to end?**

**DP:** "It will surely end very fast! When I look back I see that I already did eight races and I hardly had any breaks! I feel that it's all happening too quick with no time to recover..."

"And there are many guys out there who can win this year, if I want to keep up with them I can't relax. I feel that all is better this year with the team, the bike and the tracks. I've been having a lot of best lap times and I'm even getting top three on the qualifying races which is unusual from me. So I know that I'm faster this year but I've just been crashing too much lately. The level is higher and faster so I've been trying to keep up with them, maybe risking a bit more – I do like it this way though."

**DBR: Why can't you beat the KTMs out the gate?**

**DP:** "Hey, we're trying to change that! They have good bikes and riders and while last year it was Nagl who had better starts this year it has been Cairoli. At the Yamaha Rinaldi team we've been focusing on that a lot since last year actually. We've been practising more on

the starts and we've been having some good results – in Sweden I started first, in Spain I was second so it's been improving."

**DBR: How do you deal with Frossard's success?**

**DP:** "I remember when I came here for the first year in 2008 and Joshua being expected to win as he was the strongest rider and me being younger and just coming from KTM. I only won one GP but I was always on the podium so that for Josh was surely hard to deal with. For me it's not that much of a surprise as I know that Steven is strong. He's a good rider and has no pressure at all – from the journalists, from the team... He's living the same as me in 2008 – they always tell us we have time because we're young but now I have guys like you asking me why I'm not winning [laughs]..."

**DBR: Do you see yourself riding anything else other than a Yamaha?**

**DP:** "No, not for the moment. I like the Yamaha team and I work very hard for them. I ride any bike – I was five years on a KTM, now I'm with Yamaha. I don't have any preference for other makes, I just want to ride the bike."

**DBR: How is life been outside the GPs?**

**DP:** "Good. Very good actually. I have no kids for now so it's just me and Alice, the house, my dog and my track..."

**DBR: And the future?**

**DP:** "I basically want to win again – like any rider – and I still want to be world champion of course. I don't see myself doing enduro like my father and my brother – I like the tracks too much with all the jumps and corners. I hope to be in motocross for some six, seven years or more, who knows? I might be older now but my body feels young as I'm totally committed to my profession so I don't do anything that would put that at risk."



**DP19: "Every time he jumps on the bike it is full gas – always!"**



Since moving up to the 450 Frossard's tempered his raw aggression with spectacular results



## STEVEN FROSSARD

### THE RAPID ROOKIE...

**DBR:** Like Aubin and Paulin you're one of the French riders who promised so much but never got that MX2 title – do you feel bad about that?

**SF:** "No, not in any way. I tried you know. Last year my goal was to win the MX2 world championship but I could only finish in third – still, it was good for me. I did some mistakes and the bike wasn't totally like I would have wanted and besides that the KTMs were stronger. It was difficult to fight with Musquin and Herlings. Then I had Roczen to fight too – he's such a good rider, very difficult to beat."

**DBR:** Do you think that you stayed for too long on the 250s – like you were too big for the bike last year?

**SF:** "Yes I was – I always knew that. The thing was that I had such a good opportunity with the Pro Circuit team that I decided to stay for one more year and try to win the title – it just didn't happen in the end..."

**DBR:** So was it the bike, the kids or the KTM starts?

**SF:** "For me it was the bike and the rider – I have 15kg more than Roczen, that fact alone just kills my starts. But the kids are phenomenal riders, can't take that away from them."

**DBR:** Winning the Italian championship before the world championship must have done you some good...

**SF:** "Many people were surprised – that was crazy for

me as it was my first outing on the 450 and I was fighting with Cairoli and Philippaerts straight away. That title win boosted mine and the team's confidence obviously. My feeling with the 450 is just getting better and better, I ride it smooth and with precision."

**DBR:** Describe that first moto win in Bulgaria in the opening GP of the year...

**SF:** "I started by easily winning the qualifying race with a six-second advantage. It was so easy that I didn't understand why and then the same happened in that first moto on Sunday – I had eight seconds over Desalle, I mean, wow! Of course, that was just too good to be true as in the second moto I had a bad start but I still managed to come back and take the lead but then I did a mistake and Clement got the overall. Still, finishing second was very good."

**DBR:** We can see that you're comfortable racing Desalle...

**SF:** "I've known Desalle for some years now and I've seen his fights with all the other top MX1 riders and at the time I just thought that I had to wait and watch his lines carefully to then pass and try to pull away fast. Of course, that is not easy with him as he tried to push me a lot – I don't like it when other riders are just looking back trying to figure out where I am to make things harder – that's not sporting at all. If I'm willing to

pass it just means that I'm faster!"

**DBR:** Is your MX2 aggressiveness in the past now that you're with the bigger bike or will you go back to the old days if needed?

**SF:** "In the 250s I confess I had to be aggressive, that was the only way to go forward with less power. Now I have more power so I can think about lines and focus on my riding."

**DBR:** How was it to carry that red plate in the US? Did you feel the 'load'?

**SF:** "It was strange in a way as I don't usually fall under pressure although I did a lot of mistakes there. I crashed a lot and I actually thought about it after and it could have been just a bad weekend or the red plate, not sure really."

**DBR:** Winning at home in St Jean must have been your best win so far...

**SF:** "It was actually the best I ever had – winning my home GP is unbelievable! When I ride at home I usually feel a bit tense but not this time. The French crowd is fantastic and just made me feel so good."

**DBR:** Beating Cairoli in the first race Spain – how was it?

**SF:** "That was also great! Great for the crowd there >>>



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Team-mates and rivals – Philippaerts and Frossard go bar to bar

## THE SPORTING DIRECTOR

MASSIMO 'MINO' RASPANTI

**DBR:** What made you choose a rider like Steven?

**MR:** "I had never seen Steven on a 450 before – Yamaha only saw his potential on the MX2 bike last year. Although he had the speed his results were a bit up and down. We could then confirm during our winter practice that he had talent and when he won the last moto in the international race in Valence we decided to go also in the Italian championship which is an important one for the riders as it has race bonuses. Bobryshev, Cairoli and Philippaerts were there among others so that was good to check his performance. If he can make a top five in his first season it will be very good as it is not easy."

**DBR:** Are you looking at the points situation and maybe setting new goals?

**MR:** "No way, we try to concentrate on our three riders full-time so we don't work only for one – we just hope for the best result possible of course. Frossard has been a surprise for everybody and we're now in the middle of the season and he's close to Cairoli to win the title but we stay quiet and don't put any pressure on him."

**DBR:** It seems like David has lost the momentum he was carrying from Brazil?

**MR:** "Those two motos in Brazil were incredible – especially the second one when he had to defend his lead from Cairoli who was pushing very hard. David is undoubtedly a fantastic rider capable of moments like in Brazil. In France he was strong enough to be on the podium – he was even faster than Steven – and then the Portuguese GP was surely a difficult moment for the whole team but especially him."

"He has the potential to win GPs and the world title even so when every week he goes out and loses more points that brings the morale down a little bit. He's improved a lot in his capacity to deal with these situations if we go back two years. For instance he lost the front brake in the first moto in Sweden and ended in 15th position after being fifth but he immediately recovered from that, finishing third on the second one. He is so determined – every time he jumps on the bike it is full gas – always!"



Sporting Director  
Massimo Raspanti

and the ones following on the TV – I had a lot of fun on that one. I like Cairoli because he's a fun guy to be with and he always comes to talk with me before and after the races – he has really good character."

**DBR:** And then you double up in Sweden...

**SF:** "There's nothing special about Sweden really, I just had two good starts there and one holeshot. When I start with a holeshot my feeling is incredible, I feel it all very easy – I can just run away. If I start at the back I just get impatient and make a lot of mistakes and I can't be as fast as I could."

**DBR:** How do you see David as a team-mate?

**SF:** "David is only my team-mate – we're not big friends, we don't talk much with each other and it's all very professional. I think that it can be difficult when I beat him on the track but we're different generations. If I was a former world champion like him I would take it easy because he already won a title whereas I'm still looking for overall wins. He was third last year and that must mean something, eh? He is very strong physically and still a bit aggressive sometimes."

**DBR:** You keep beating these Italian guys and Desalle

– have they changed their attitude towards you? Do you feel they're less friendly since Bulgaria?

**SF:** "Only Desalle to be honest – last year he always talked with me but this year that's finished. Cairoli is different, he asks me stuff and we talk for a while. I speak more with other MX1 riders now like Bobryshev, David and others – all but Rui, we don't get along since our fights in the MX2 two years ago but that's another story [laughs]..."

**DBR:** America – do you want to go there?

**SF:** "I like the tracks – they're not as hard as here and there's a lot of lines usually. I would like to do some races there, maybe one year at the outdoors because in the supercross I need to be constantly practising and I think that is just a bit too much for me. I'm not very fond of the American lifestyle but I do like the motocross scene there – you can always be practising because the weather is usually good."

**DBR:** You seem like a very reserved guy – what do you do to deal with the pressure and how's your life away from the races?

**SF:** "I don't like some people in the motocross scene really – there are a lot of sharks out there. The most

important rule I have is not to speak about motocross when I am at home during the week. I do my training and I reserve the weekend for all the motocross talking – it's my way of taking out the pressure from the races. I asked Yamaha for a scooter so I can go with my girlfriend out to the cinema, eat ice-cream, have fun like anyone else."

**DBR:** MXdN? Any news? I bet you really want to go even more as it's on home ground...

**SF:** "The thing is that last year I was supposed to go and Olivier Robert, the French Team Manager, already told me that he made a mistake by not choosing me and blah, blah, blah... I have the feeling that if this year the MXdN was in any place other than France I wouldn't go. Two years ago I wasn't supposed to go either, I had to race for one day against Aranda and Boog to decide who was going. Sorry man, I'm not talking any more about that, it just brings me bad luck..."

**DBR:** And the future...

**SF:** "I definitely want to stay in Europe and be MX1 champion and then maybe go to the US for one season to do motocross. And marry, have kids, nothing unusual..."



*Aussie FMX legend  
Robbie Maddison turns  
it on for Goodwood's  
180,000 spectators*

# FULL

FMX GOES OFF IN FRONT OF  
180,000 PEOPLE AT THE  
GOODWOOD FESTIVAL OF SPEED...

*Photos by Ian Roxburgh*

# GAS!



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BMX ace  
Leo Forte

**E**vents 22, the company behind the Red Bull Pro Nationals, took their freestyle motocross show to the Goodwood Festival of Speed and turned it into all-encompassing two-wheel action sports arena entitled GAS.

Following a successful freestyle motocross show at the legendary Goodwood Ball last year, Lord March was so impressed he decided to include FMX in the main Festival of Speed line-up. Events 22 were given the task of bringing in world class riders and promoting two-wheeled madness to the masses of fans who flock to the Goodwood Festival of Speed.

The GAS Arena – backed by Seat – proved to be nothing short of spectacular with a huge line-up of the world's best action sports stars doing their stuff, wowing the massive crowds from start to finish. The GAS arena featured freestyle motocross, minibike freestyle, trials, BMX and MTB trials. Not only were all of these

disciplines on show but they were all within one arena and running at the same time, showcasing some of the best riders in the world to the 180,000-strong crowd that attended Goodwood.

The GAS arena performed two main shows each day throughout the four days with additional MTB trials displays as well as best trick competitions from freestyle riders including Red Bull's Robbie Maddison, Jamie Squibb, Thomas Pages, Jeremy Rouanet and Chris Birch.

Dougie Lampkin, James Dabill and Alex Wigg represented the trials world with Kye Forte, Leo Forte, Matt Priest and Lima Eltham on BMX, Danny MacAskill, Martyn Ashton and Blake Samson on MTBs and Dan Whitby, Samson Eaton, Aaron Powley and Nick Cole on freestyle minibikes.

We caught up with Red Bull athlete Kye Forte – the 2005 BMX dirt jump world champ – to get his take on the GAS Arena.



Dougie Lampkin leads  
the trials demos





Nick Haskell photo

# A FAMOUS WEEKEND AT HAWKSTONE!

**MX1 & MX2 HEAD-TO-HEAD:**

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**JONATHAN BARRAGON - JAKE NICHOLLS - TOM CHURCH**  
**BRAD ANDERSON - MARTIN BARR - KRISTIAN WHATLEY**  
**MEL POCKOCK - ELLIOTT BANKS-BROWNE - NEV BRADSHAW**  
**BRYAN MACKENZIE - STEVEN CLARKE - NATHAN PARKER**  
**GORDON CROCKARD - GERT KRESTINOV - STUART EDMONDS**

**2011 DATES & VENUES**

**ROUND 5 - 27TH & 28TH AUGUST - HAWKSTONE PARK**

ROUND 1 - 2nd & 3rd April - FatCat MotoParc

ROUND 2 - 7th & 8th May - Landrake

ROUND 3 - 11th & 12th June - Whitby

ROUND 4 - 30th & 31st July - Canada Heights

ROUND 6 - 3rd & 4th September - Desertmartin, NI

ROUND 7 - 24th & 25th September - TBC

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# ROBBIE MADDISON

BY ROYAL APPOINTMENT...

In the world of freestyle Aussie Robbie Maddison is royalty thanks to his X-Games and X Fighters heroics as well as his insane Red Bull-backed missions including breaking the world long jump record, backflipping London's Tower Bridge and jumping up – and off – the Arc d'Triomphe in Las Vegas.

Maddo took time out from thrilling the Goodwood crowd to answer a few questions...

**DBR:** So what do you think to Goodwood?

**RM:** "Yeah, it's been amazing – I've been having one of the best experiences of my life. I can't get over the size and magnitude of the show and just the sheer number of people here."

**DBR:** And what about the GAS Arena?

**RM:** "It looks brilliant and it's great watching all the other guys do their stuff as well. I know a few of the other FMX boys like Thomas Pages, Jey Rouanet, Squibby and Birch but it's cool meeting some of the UK Red Bull guys like Kye, Danny and Dougie."

**DBR:** So you flew in on the Saturday and it was straight off to the Goodwood Ball?

**RM:** "Yeah, that's right – I got picked up, given a DJ and taken to Lord March's ball. It was an amazing party and I think he spent more on his fireworks than the American debt! I've never seen anything like it."

**DBR:** So how did it come about you were riding at Goodwood?

**RM:** "Well through Red Bull really and their connection with Events 22. I worked with them on my Tower Bridge jump so knew it would be cool."

**DBR:** What were the ramps like – did they take much getting used to?

**RM:** "No, not really – I checked the distance, chatted with the other riders and just hit it. It was actually one of the best mobile ramps I've used."

**DBR:** Think you'll be back for Goodwood next year?

**RM:** "I hope so – it was an amazing experience and I'd like to bring the family over next time and see more of it."

Jaw-dropping stuff from Maddo – now imagine if you'd never seen freestyle before...



**DBR:** Firstly tell us a bit about yourself?

**KF:** "I've been a Pro BMX rider for over 10 years and have had the privilege of riding in the biggest events in the world with some of the best riders. I ride for Red Bull, DC, Oakley, United bikes and Profile Racing."

**DBR:** So how did your appearance here come about?

**KF:** "I'd worked with Events 22 during the Red Bull Empire of Dirt, then recently we've been doing demos at Red Bull Pro Nationals with my new show company MBE Ltd. Events 22 wanted BMX to be part of the show so we came in the week before, built a real set of dirt jumps and had three of the best riders from the UK and myself throw down during the shows."

**DBR:** Was this your first time to Goodwood?

**KF:** "I've never been before but always wanted to. I thought it was going to be good but it was definitely better than I hoped."

**DBR:** What did you think to the GAS arena show?

**KF:** "Personally I loved watching the other parts of the show – it was rad to be part of something unique like this. Good times!"

**DBR:** We also hear you're a keen motocrosser – so how long have you been riding?

**KF:** "Yeah I love to ride MX – I've got a 450 RMZ. I race most Sundays when I'm home. We raced as a family up to 80cc before it got too expensive, we then went on to race BMX having success then freestyle. The rest is history."

**DBR:** So what's next in store for you over the coming weeks?

**KF:** "I'm off to Alton Towers where they have the ramp for four weeks. In between demos there I will be off to take part in the Olympic pre-event in London. The next contest is Vans Kill the Line in the South of France."

# Wasted Talent?

**ALTHOUGH HE'S ONE OF THE MOST TALENTED ATHLETES AROUND JOSH HANSEN'S HAD LITTLE TO CELEBRATE THROUGHOUT HIS CAREER SO FAR – CAN A NEW OUTLOOK ON LIFE PAY DIVIDENDS FOR LIL' HANNY?**

Words by **Sutty** Photos by **Christophe Desmet** and **Nuno Laranjeira**

**T**hey say you should never judge a book by its cover which for the most part is total b\*lllocks – a book's cover has been specifically designed to target a certain audience which means that you can pretty much instantly tell whether you're going to like its content or not – but in the case of supercross star Josh Hansen it's actually very, very true. To outsiders Lil' Hanny may come across as a brash, arrogant, overly-inked American badass but by my reckoning he's actually an all right guy and behind that rough n' tough exterior is a relatively fragile human being who's still trying to find out who he is and how to get the best from himself.

You might think that at the age of 27 Hansen would have figured all that out long ago but in his defence he's always been a late developer, hitting puberty way later than his class-mates and only leaving the 80cc class at 17 years of age. Since turning pro with Yamaha of Troy in 2002 life's been a roller coaster ride for the Californian who's never quite achieved what many think the son of 1982 AMA 250cc SX and MX champ Donnie Hansen is capable of. That's not to say there haven't been flashes of brilliance...

In 2005 the East Coast 125cc supercross class title chase went down to the wire between Hansen on the factory KTM and Pro Circuit Kawasaki's Grant Langston. After seven hard fought races the pair tied on 143 points and with Josh taking the season finale in the Pontiac Silverdome it was initially thought he'd taken the crown too.

"I basically won the race and they gave me the #1 plate and jersey and everything," reminisces Hansen who's hiding behind sunnies as we talk at the Zwarte Cross festival in Holland despite it being far from sunny. "I went all around the stadium and

I'm crying because it was the coolest thing ever in my life then I go back and they tell me 'hey, we made a mistake, you guys tied but Langston has one more win than you and so we're gonna give it to him'. I was like are you kidding me? I had to hand back the #1 plate and that was just the biggest slap in the face – and like a million dollars out of my hand. I really wanted to be KTM's first guy to win a supercross championship and I almost did but it didn't work out and to be the first father/son to win supercross titles too...there was a lot riding on that race and the way it turned out just sucked."

But if that one moment was disappointing to Hansen the next four years of his life were soul-destroying. A back injury ended any serious hopes of glory in 2006 and '07 but it was away from the track that Hansen was struggling most. With a string of fast cars, sharp clothes, gorgeous girls and even a fraudster all burning a huge hole in Hanny's hard-earned the situation came to a head at the start of the 2008 SX season.

"After the KTM deal ended I wanted to go 450 and I got a really good deal with Joe Gibbs Racing which was the new big team at that time. The fraud thing all started around the same time and I know I definitely screwed up with my money but not that bad, it was kind of out of my hands and I thought I was going to have to go to jail for somebody else doing me wrong. It was hard to deal with. I was about to go out to practice for Anaheim 1 and I have cops come into the Joe Gibbs Racing semi and pull me and Joe Gibbs to one side and say 'look, we don't want to embarrass you in front of your fans but we need you to step outside so we can put you in the back of the cop car'. How would anyone react to that moments before going out to practice for the first race of the year?"

>>

*Josh Hansen*



*Josh Hansen's come a long way – both personally and professionally – but his journey's not over yet*



# Lil' Hanny on...

## MITCH PAYTON

"When you ride for Mitch you're expected to win. You don't go back to the race truck after finishing second expecting that everything's going to be okay – yeah, there's a lot of pressure but that's something I knew about before signing my deal so I was ready for it. Mitch is very hard to please but he's the best guy you can have in your corner. He's definitely somebody that I need – I need a hardass person like that in my life – and he's a great guy, I respect him, I try hard for him and I don't have any problems with him. He's the world's best at what he does and it's a pretty amazing programme to be a part of."

## VISITING AMSTERDAM

"Amsterdam is cool but it scares the crap out of me and I can't believe people actually live there. It's such a weird place – it's the devil's playground. It's crazy man and something you'd expect to see on TV but not in real life..."

## BEING ON THE HILLS

"It was different. I started dating the girl on the show and then all of a sudden MTV are like 'hey, we wanna get you on the show'. I told them 'no, I race motorcycles – I'm not going to be on your show' because I didn't want them to make me look like an idiot just for their stupid show because I already have enough haters and crap going on in my own little world. Long story short we were at dinner one night and she asked me 'it's like the last three shows that they're doing then it's done forever and each one of us wants to close it out as though we've found love in our life – will you do it for me?'. So I did it, worked out my deal with MTV and it was cool. It's funny how many people around the world watch The Hills. It was just kinda crazy."

Monster flew Josh out for the Zwarte Cross festival in Holland





© Steve Cox

"And that was just the start of it. I got fired from Gibbs like two races later and with my reputation – the way my attitude had been at that time, all the tattoos and having that kind of look – after leaving that team nobody would touch me. And nobody wanted to hear my side of the story either and everyone was just willing to listen to them because they're Christians, bible people, they have all this money, they're into Nascar and win all those races, they're football people and now they're making a motocross team. It was like the team falling from heaven and so basically when I got fired I looked like a real piece of s\*\*t.

"When I left there I had nothing. I'd already lost the support of my family and then my relationship fell apart with my fiancée. She took everything – all my money, my car, the lot. It was just a full-on case of a dumbass move on my part.

"Beyond that I fell into the Hart and Huntington deal. I only rode a couple of races for Hart and he was totally cool. We never had a falling out – he knew of my problems and he was doing it just to help me out but I was seeing visions of me getting hurt, being in a wheelchair, having a head injury like my dad or maybe even dying because my head wasn't in the game. My main focus was working on all my relationship issues and money problems and it was really screwing me up so to put my life on the line by racing wasn't an option.

"In the end I basically went to Carey because I felt like he was giving me a great opportunity but I was taking advantage and not doing anything with it. I told him 'I'm very unhappy, I'm scared of getting hurt, here's your money back, I'm not trying to screw anybody over I just want to do the right thing because I'm not in the position to ride a motorcycle right now and I'm done racing'. He said 'take a night, think about it and get back to me tomorrow' because he thought I was full of s\*\*t or just pissed off but I came back the next day in tears and handed him back all his stuff. After that I went and basically just lived on couches. I got my relationship with my parents back on track which is the best thing that ever could have happened and I slowly started getting everything back together. I basically didn't ride a motorcycle for a few months, I didn't watch a race – it was like no more dirt bikes."

With the American motocross industry wanting less than little to do with Hansen at this point moto-salvation came from unexpected sources. "Ben Townley's a good guy. He called me up and offered to help me get through my problems even though I'd never met or even spoke to him before and I also started getting calls from a guy at Australian Honda. He would be like 'hey, come out here and race, you've got too much talent to waste' and I'd be like 'no, I'm done racing'. He keeps calling though and he talks me into going out there to try and get my

life back together.

"It turns out the guy was a fan of mine and he wanted to help me out on a personal level as well as with my riding. So he got me hooked up with doctors and psychologists and stuff like that and I went there for like two-and-a-half months and that was one of the best things ever in my life – doing all that and getting away to figure myself out and be honest with myself.

"When I came back I was training and I was riding a little bit but the main thing was that I had an understanding of the direction I was headed in. I came back to California and Sunny Garcia hits me up. He's like 'so what's your deal, are you gonna do X-Games in a week-and-a-half?' and I'm like 'yeah I think so' and he said 'well what bike do you have?' and I said 'I'll probably just borrow a buddy's or something' and he said 'I've got a stock Kawasaki right here you can use' so I started riding that and I was feeling pretty good on it.

"Anyway, this bike's totally stock so I start thinking that I need to at least get a pipe and silencer for X-Games. I also needed some other parts like handlebars and air filters so the next day I went to see Mitch Payton to see if he could help. He was a real dickhead to me saying 'I'm not going to help you out, you screwed up your life – you're a loser'. I got real pissed, so mad, so we start yelling back and forth. He wouldn't give me an air filter or anything else so I just left.

"The next day he calls me and he says" >>

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# Lil' Hanny on...

## BEING HATED

"You gotta have haters – they're the people that make the world go around. You can't make everyone happy. I mean, you had people when Carmichael raced that booed him and that guy was the best ever, trained the hardest and carried himself so great. He's every person's dream to be and he still had haters. I don't know, I don't really care, I don't do it for them."

## SX NOVICE DAMON J SMITH

"I don't know what to make of him. He's just living his dream I guess and that's rad – I'm stoked for him though and I hope I can have a beer with him one day."

## KEN ROCZEN

"I think Ken Roczen is a great kid. Everybody made a huge hype about him and I feel that he's living up to that hype. The kid's got a lot of respect and he's always super-polite – he's badass and he's young and the next generation."

## NOT RACING OUTDOORS

"I don't enjoy it and because of that I know I'd never really give it 100 per cent. When I came back to racing I told myself that I wouldn't waste anybody's time or make myself look like an asshole. It's something I don't want to do and this is my life. Everybody can hate on it or call me a pussy but you only live once and I want to have fun racing and be able to walk away when my career is over and enjoy my life. I'm not willing to go over and beyond to be that guy outdoors."

'I wanna talk to you, why don't you come down tomorrow'. So I go in there and he says 'hey, I'm going to give you a shot. I still think you're a f\*\*king loser but I'm going to give you this one opportunity. I'm gonna give you a bike for X-Games – you can do it as a one-off for my team'. At this point X-Games is like five days away so I said 'can I get a bike today?' and he says 'no, it's gonna be a couple of days'.

"They got me a bike together and I tested for three days solid before X-Games on the Kawasaki test track and my times were good so I asked him if I win X-Games can I get a ride on the team for free next year because I really wanna race? He's like 'no, this is a one-time deal and you only get to race this race – win or lose I want nothing more to do with you'. So I keep my mouth shut and get on with the race – I come from like eighth place in the Main, catch and pass Windham and win it by 15 seconds! I killed it you know? I got off the couch, rode this bike for four days and killed it like that and I think he realised then that I was really trying to get my life

together and so he gave me the opportunity that lead into 2010."

The 2010 West Coast Lites season was a frustrating one for Hansen who showed great speed and flair in his heat races only to suffer bad luck in the points-payers. A string of 8-20-4-7-11-17-6-1 finishes for the year netted Josh sixth in the series which seemed way below par for the rider who'd dominated at the X-Games just a few months before.

"Right before I got my Mitch Payton deal I thought I was done racing – I skateboarded, I was doing BMX and I was partying hard. I was at a point of my life where I was so low I didn't care about anything, especially not motorcycles. So basically when I went into 2010 I wanted to do very well for myself so I tried hard but it was kind of like just turning on the lights again – there was a lot going on. All these guys that I was racing against had been doing it year after year and they were in that mode of doing indoors and outdoors and I wasn't even riding let alone racing. I felt like I was the fastest but I couldn't

get it together, I was a little rusty but I knew I was still fast so I worked my butt off, rode motos at the track and did some cardio for the first time in my career – I thought if I do all that then I could win."

And the hard work paid off as Hansen was the dominant rider in the early part of the 2011 West Coast Lites season, winning the first two races before placing fifth and second at the third and fourth rounds. But it was round five at Anaheim 2 where Hansen showed an amount of mettle never previously seen. A huge crash through the whoops in practice bust a bunch of bones – and the pinky finger – in Hanny's left hand and although he wasn't knocked out he rang his bell hard enough that the Asterisk medical crew suggested he shouldn't race. But come the evening Josh felt good enough and thought he could tough it out to at least score some points to stay in the title hunt.

What happened next was almost unbelievable as Hansen dominated the whole night, winning his heat race and putting in 15 flawless laps >>



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# Lil' Hanny on...

## HIS TATTOOS

"They're just my thing. A lot of people get bummed out about them but I enjoy art and they're all meaningful and personal to me."

## JASON LAWRENCE

"I don't know what's going on there and I'm pretty out of touch. I was close with him then he hung a right when I hung a left, you know? Our roads are headed in very separate directions right now. He's a great rider and I wish the best for him. I hope he can turn it around and I hope he doesn't waste what he's got because he's pretty awesome to watch."

## LOOKING LIKE JAMES FRANCO

"Oh man... I hear that everywhere I go and he plays the part where he smokes weed all day in Pineapple Express and that just makes me look really bad because I'm the guy with the long hair who looks just like this guy and I'm like oh my gosh. And now I'm sitting here in Amsterdam and it's probably not a good look. I dunno. I just hope that the girls he gets come my way. I hope one day he knows who I am and we become friends then I can hang out with all his girls."



© Steve Cox

Hansen gets physical with Cole Seely – at one point he was looking good for the West Coast Lites title until he smashed his hand up...

in the Main Event to extend his points lead. With a week off before the next round Hansen rested up but any advantage gained by that recovery period was wasted when he overjumped a triple in practice and further damaged the bones in his mangled hand. Although unable to repeat the feat of two week's earlier and win, a sixth place in a muddy San Diego Main Event was enough to help him hold on to the series lead headed into the eight-week break the West Coast riders get as the Eastern series fires into life.

"In the break I had my surgery done and they put two plates, seven pins and some screws in and I had a bone graft. I didn't get to ride for the whole of the break until the week of Seattle – so that was like two months off the bike. I went into Seattle, crashed in the whoops and hit my hand on the bars and that ended up bending the plate which was just the dumbest thing. I did s\*\*t in Seattle – like sixth – because it was everything I could do just to manage one lap because I was in so much pain."

While Seattle was the point where eventual champ Broc Tickle took over the points lead, the series for Hansen was really lost at Salt Lake City where a botched overly-aggressive pass on

Eli Tomac left Josh trapped underneath his bike on the floor and ultimately out of the points race. When I ask him about that move he almost looks embarrassed...

"That was the dumbest thing. I was trying to make the best of a bad deal and gain as many points as possible. People make mistakes in life and that was one of mine – I had a brain fart, you know? I didn't mean to be disrespectful to Eli because I like the kid but at the end of the day whether I like him or not doesn't really matter because I lost so many points – it really screwed me up. The whole end to the season made me sad because I could barely ride and to have to watch someone like Tickle win the championship – I was just like 'man, what the heck'. I'm just glad that Mitch got another championship."

Although Hansen is still eligible to race the Lites class for the next two seasons where he'd be a virtual shoo-in to win a title, he feels that now is the right time to step back up to the 450 division. "I really want to go big bikes again. Obviously, to do that I need to step my game up a lot because the top 450 guys are really solid. I feel like I've given winning the Lites class my best shot but now I need to step it up and do my

years in the 450 class. Maybe I'm not at the top right now but I feel like I'll be a contender, I'll learn and I'll get better and better. That's my goal anyway.

"Yeah, I'm an underdog in the 450 class and people are expecting me not to do so hot but I like that, I'm good with that. I'm just going to go out and do the best that I can and really work on my fitness and start taking things way more seriously. I think if I'm solid as a person I'll be more solid out on the track and that's what I'm working on."

While there are no #1 plates hung on Hansen's wall to prove it, his personal journey back from the brink of despair to become a supercross winner once more shows that the heart of a champion beats strongly inside his chest. And I wouldn't bet against him continuing to show strong improvement both on the track and as a human being. Whether he has what it takes to challenge Dungey, Villopoto, Reed and Stewart for SX glory remains to be seen but as an eternal supporter of the underdog I'll be rooting for the #100 when the gate drops at Anaheim in January.

Go get 'em Hanny...

West Coast Talent

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# IRISH STU!

**AS THE CROW FLIES IT MAY NOT BE ALL THAT FAR BUT FOR A YOUNG KID FROM DUBLIN MOVING TO ENGLAND AND TURNING PRO IS AN EPIC JOURNEY – BUT IT'S ONE STUART EDMONDS HAS TAKEN IN HIS STRIDE...**

Words by Jeff Perrett Photos by Suttty

**I**t may be a relatively short hop across the Irish Sea but for Stuart Edmonds coming to England to become a professional motocross racer has been a long journey.

There's a lot to like about the 23-year-old Dubliner. I've got to know Stu a lot better over the past few years, particularly when I was working as Head of Communications for the Red Bull Pro Nationals. More and more I noticed this happy young Irishman who genuinely seemed to be loving every minute of every weekend I saw him racing. He was living the dream and getting the most out of it...

It was impossible for a young Stuey not to

have a life influenced by motocross as his father Ian was a racer himself. So pretty much from the get go Edmonds Junior was attending his first motocross event. Not that he can remember it.

"I think I was only a few weeks old when my dad brought me to a race and I've been involved in it ever since. He bought me a Malaguti 50 and I started riding but he didn't get me racing straight away, just riding with him when he used to go riding in the week just for fun. He'd put me on my bike and I'd plod around the field with him. I can remember being about six or seven and asking if I could start racing and he kept saying 'no' and then one day we just loaded up the van and went to a race and that was it, I was up and running. >>





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for Irish MX as well as a  
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"I started off slowly aged eight and built up to be a mid-pack rider in the 60s and had a couple of years in that class. Then I moved up to the 85cc class and straight onto the TM and I loved it. I was still more of a mid-pack rider until a couple of years in that class, then I started winning almost every weekend. It was kind of weird and my mum and dad couldn't work out why. They kept asking me what I was doing differently and I couldn't answer it because I didn't know, it just clicked.

"So then they decided that we should start doing bigger races and they took me to some BYMX meetings in England and I suppose that's when it all really started on the road to trying to become a pro. I was racing the likes of Chad Yarranton, Alex Snow – all those guys – and it was really hard for me. In Ireland a full line-up on the gate back then was about 20 riders and then all of sudden I was racing out of Ireland with 60 riders and had to qualify to get into the race – it was a big thing for me. I struggled a little the first year but the following year I started to crack it and get top 10s and then my parents put in all they could to start getting me to all the major races in England as well as Ireland."

For any young kid a relatively short drive of just a couple of hours feels like a long way from home so for Stu it was a brilliant adventure. Most kids outside our sport hardly leave their home town or surrounding area that often – let alone most weekends – so this new lifestyle was hugely exciting for Stu, if a little daunting.

"I was quite nervous when I first started coming to England to race. I mean for a kid it's a big exciting thing to travel far away to race and because I was used to running at the front at smaller events it's quite a big thing. At first I couldn't get my head around it but my parents kept telling me to plug away. I'd go into stages where I didn't think I was good enough and my parents – my dad in particular – would always tell me different. Then one day I really started

believing I could make it and wanted to be a pro racer so that's what I've really worked at and here I am."

It's human nature to want others to believe in you and having this support can make a big difference. Of course, on the flipside there are always others with less faith but even negative comments can be used as motivation and it's a lesson Stu learned pretty early on.

"There were a lot of people at home in Ireland that have been really supportive, at the same time there's been some that haven't. Maybe that made it hard to get the support to race outside of Ireland at times but I'm glad it was that way because it made me more determined and stronger. I think that helped me a lot mentally to be able to deal with being a pro racer now. It was only small things but I let them get into my head and I've learned to deal with that and I'm glad I learned that early on."

Of those who really have supported Stu in his racing it's fair to say that the men at TM UK and Electraction in Ireland have played a pivotal role in getting him this far and Stu is quick to point that out. Not because he feels he needs to do that AMA sponsors speech that we've become accustomed too but because it's heartfelt. Sometimes you can just tell when someone is speaking from the heart and this is one of those times.

"I personally think if I hadn't had the support of Nick Craigie and Woody at TM I wouldn't be a pro rider right now, I can't thank them and now Mike at TM enough. Woody was actually the man that talked Nick into supporting me more when I was in the big wheeled class. My dad worked for Nick for a few years too so it was a nice fit and because dad had worked on TMs he knew them inside out. They've given me so many opportunities like the one I have now, racing and living in the UK as a pro racer.

"They spoke to guys at the TM factory in Rimini and got the support in for me.



**With four rounds down Stuey holds a strong fifth in the MX2 class in the Red Bull Pro Nationals**





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# STUART EDMONDS

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# STUEY 162 ON...

## RACING HEROES

"Back home I always looked up to Adam Lyons and a rider called Mark Farrley – they were two riders that were stylish and got on with the job. Rob Herring has always been a favourite of mine too. I loved watching him ride and he's such a down to earth guy that always makes time to talk to you. I can remember doing a training school with him once and holding onto his every word.

"Right now I think the man is Ken Roczen. I like him, he seems to have a good head on his shoulders and his style and raw speed is something else. He's doing everything right and is not cocky about anything when he could quite easily be. He's genuine. It's weird looking up to someone that's younger than you but it's hard not to admire what he's doing right now and what he's achieved so far."

## DIFF'RENT STROKES

"I love two-strokes! Everyone has to know that, I say it all the time! I think it's brilliant that the Italian federation have banned four-strokes at youth level. I think every country should do that and it should be compulsory. There's a lot of kids out there on 250Fs and 150s and they can't even pick the bikes up when they crash, let alone ride them properly and personally I don't think that's right.

"You learn a lot more on a 125. You learn more about throttle control, gear changes, body positioning. If you're young and light a four-stroke makes it so much easier and it's easy to get lazy. I think young riders need that education before stepping onto a four-stroke. If I'm not feeling it or having a bad time I get the 125 out for a blast and it always puts a smile back on my face!"



© Nuno Laranjeira



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In Maxxis action at Foxhill

It's awesome and I'm doing all I can to repay them by trying to keep improving, winning as many races as I can and getting TM towards the front as much as I can at the major races. They're a great bike and pretty much ready to race – I think we're proving that. I have a good package from them and Fox Europe so it's cool and I'm living the dream. I gave myself some targets when I was younger like I'd love to be able to be a pro, ride for my country in the MXdN and race GPs full time. Well I've achieved two of those so far and everyone at TM has played a huge part in that. Hopefully I'll go on to fulfil the dream and race GPs for them too."

From the outside looking in the TM UK team certainly looks like a fun place to ply your trade. There's a real tight family and friends feel that seems to suit Stuart so it's no wonder he's spent most of his career riding a TM. He certainly has no intentions of leaving to further his career and he's proud to be a part of the Italian manufacturer's racing programme.

"The way we see it we're a privateer team compared to some of the teams we race. We put as much as we can into the team and try and take as much out of it as we can and that means

having fun. We're as professional as we can be with the resources we have when it comes to racing but when we need to have fun we're not shy in doing so.

"Most people know if they go over to the TM team they'll be welcomed and can relax and have a bit of a laugh and that's what racing motocross should be like, that's what makes it the sport it is. It's all about keeping the fun in it. You can be really professional without being too serious and I think some people forget that."

I have to agree with Stu wholeheartedly. As an ex-pro racer myself it's certainly what worked for me. If I had tried to be more serious I would've got bored and even disillusioned and from what I think I know about Stu's character I feel he'd be the same.

"I feel like I'm learning and improving all the time. Gavin Craigie said to me the other day that he reckons I haven't peaked yet and I agree with that for sure. Last year I thought I was doing the right thing training wise but looking back I don't think that was the case. I got a few tips off Adam Lyons and a few others and it's made a

big difference to my riding since last year. Now I know what I'm doing and I think I can make that big jump for next year and step it up. So, personally, I think I'm going in the right direction and my best years are just around the corner."

It's always refreshing to hear honesty and confidence in a rider. It seems to me that Stuey Edmonds has his feet planted and his head screwed on once you scrape under the surface of all the craic. He's contested a few GPs already but this year has only raced in one – the French GP at St Jean d'Angely – and it didn't exactly go to plan. It hasn't set him back though and he knows although he rode pretty good there's a long way to go if he's ever going to be on the GP trail full time searching for regular points.

"France was my first MX2 GP and it was hard. I think MX2 is a lot more competitive right the way from first to 40th. The competitive level is so high and it's a different league – until you've done it yourself you don't really appreciate how tough it is and I know I'm not the first person to say that.

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"I didn't feel too good on Saturday. I just didn't gel with the bike and ride as well as I know I can but when race day come round I felt much better on the bike and was really relaxed. I then crashed going up the start straight in the opening moto and was dead last. You can see it on YouTube – me going down in a heap at the back of the field. I don't know what really happened, it just went so quick. I got up and rode strong but I had busted my radiator in the crash and only got 10 minutes out of the bike.

"In the second moto I was in the points in 18th on the opening lap but lost my clutch and you can't ride around a track like that at that level without a clutch and expect to score points. So I played it safe and pulled out rather than push it, make a mistake and get injured. It was a good taster again though and, as I said, I'd love to do a full season of the world championship. I'm hoping to get an entry in the British GP so hopefully I will and I can score points with more home support."

One dream that Stu has already realised is representing his country in the biggest motocross race on the planet – the Motocross des Nations. It's fair to say to race in it has been the highlight of his career and something he's extremely proud of.

"It's certainly the best feeling I've ever felt riding a bike. I rode an international when I was on the 60s back home in Ireland and I thought it was amazing and I can remember people telling me then about the MXdN even though I didn't really know what it was. So growing up it became a dream to ride in it.

"Then when I got the chance to ride for team Ireland in 2008 at Donington Park it was the best feeling ever. Just the whole experience was incredible and one I'll never forget. It was a

proud moment for me.

"We were in the B Final and we were battling with Portugal and the support we had blew me away. To go around each corner and everyone – or what felt like everyone – cheering us, leaning over the fence and waving flags and shaking their fists gave me goose bumps on the bike. I'd never experienced anything even close to that before, it was incredible. The lift it gave me is hard to describe – you just find that little bit more from somewhere.

"I was gutted when I missed Italy the following year when I broke my arms. So to then get selected last year and go and race in Colorado was even more special. To go that far from home and race in an event like that was again an experience I'm incredibly thankful to have. I think that's probably the best track I've ever ridden and certainly the best event I've ever ridden in. The atmosphere was brilliant and again we had such good support.

"It's fun as well you know – we're all pretty laidback even though we know there's a job to do. I think it's because we're not expected to win it and most Irish fans know that and we go there and ride as hard as we can but we all want to enjoy the experience and have fun as Irishmen. We're 100 per cent committed to qualify into the main race and we've made it difficult for ourselves at times riding in the B Final on Sunday but, still, it's just an amazing experience that I'd like to have as many times as possible.

"We always manage to get a team to the MXdN too which is a big thing for us. We do a lot of fundraising, coaching, stuff like that so it always feels like a real team effort from the whole country for us to be there. That's why it's so special."



© Ian Roxburgh



The Dubliner puts his skills to good use at a round of the BSEC

© Nuno Laranjeira

# STUEY 162EY ON...

## TEAM-MATES

"I've got to really know Jim [Davies] over the past few years being on the same team, especially since I've been living in England. We've gelled as mates and not just team-mates! It's like he knows what I'm thinking and I know what he's thinking. If we are together it's mayhem and we certainly don't take things too seriously so it's cool hanging out and not always talk about motocross.

"At the races we help each other out, talking about the track and the bike and there's definitely a mutual respect. He keeps me sane and I keep him sane. That's quite a scary thought eh? Like the blind leading the blind."

## MX IN IRELAND

"The sport kind of is and isn't growing in Ireland. When I was a kid there were a couple of kids who were half-decent but now there seems to be a lot more kids with potential coming through both in Ireland and in Northern Ireland in the Ulster championships.

"The races are getting bigger and better but it's not necessarily becoming bigger to the public than it was when I was a kid so in that respect it hasn't really grown as a more mainstream, spectator sport. Motorcycling is a big thing in Ireland and Northern Ireland so I think it will always be strong there and we'll churn out some good riders in the future like we have done in the past. I'm proud to be part of that."



Making his MXdN debut at Donington

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# LUBED UP!

**REGULAR OIL CHANGES ARE KEY TO THE LONG LIFE OF YOUR MOTOR SO MAKE WITH THE LUBE, DUDE...**

Words and photos by Geoff Walker

**F**resh oil and a fresh oil filter are two of the keys to a long and happy life for your four-stroke motor. Without fresh oil to lubricate every moving part inside your engine the old and contaminated oil will wear down the moving parts and cause an often expensive motor failure. This is not good for your fun or bank balance...

The oil in your motor has an optimum working time before it gets too thin and contaminated. With the various moving parts wearing slightly as they move against each other this in turn causes small metallic particles to mix with the oil. This contamination makes the oil perform at a lower lubricating level.

An oil change should only take around 10 minutes and you need to perform this task after every three hours riding for normal MX bikes and every six for enduro and trail bikes. The exception is a hare and hound style three-hour race as you should change your oil after one of these badass events.

The oil change and filter replacement is a simple process and there are a couple of steps to make sure you do not over or under fill your motor which will also cause damage. Tools required for this job are a socket to loosen the drain bolt, a screwdriver to remove the filler bung, one small measure jug, one large measure jug, an 8mm T-bar, circlip pliers and an oil drain tray/drum.

**001:** Start the bike and warm up for a couple of minutes. This loosens and thins the oil so it drains easily. Cold oil will be more difficult and more time consuming to get out of the motor.

**002:** With the bike leant against a wall or on a side stand remove the oil filler bung. This allows the oil to drain more freely when you remove the oil drain bolt.

**003:** Position your measuring jug under the drain

bolt then undo and take the bolt out. Be careful at this point not to lose the sealing washer from the drain bolt as this is key to a good firm re-seal when you do the bolt back up later. Make sure you are catching every drop of oil in the measuring jug as this gives you an indicator as to how much oil you are taking out of the motor. For example, if you know your motor takes one litre of oil then when you finish draining your oil there should be close to one litre in the jug.

**004:** While the oil is draining slowly push the kickstart down a couple of times. This move makes sure there is no oil trapped in any pockets around the motor.

**005:** Take your new bottle of motor oil and pour some into your smaller jug. Take your new oil filter and place it in the jug to soak.

**006:** To remove the old oil filter simply undo the two bolts on the filter cover, then twist and remove the cover. Either use a cloth to catch the small amount of oil which comes from the filter area or place another drain tray under the area to catch the drops of oil. This way you won't ruin your mum's new Axminster. LAFF! The circlip pliers make it easy to remove the filter at this point. Make sure you remember where the tension spring goes back in place on the new replacement filter.

**007:** Clean the area and take your new filter from the fresh oil and replace it carefully making sure the tension spring does not twist or drop out of place. Refit the cover and that's the filter sorted.

**008:** The oil should all be drained now so replace the oil drain bolt and refill the motor with all that lovely fresh oil to your manufacturer's levels and go ride, safe in the knowledge your motor is all tickety boo and fully lubed!

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# Brad's Eye View

**WE SPEND A WEEKEND AT THE GERMAN GP WITH  
MAXXIS SERIES LEADER AND REIGNING RED BULL  
PRO NATIONALS CHAMP BRAD ANDERSON...**

Interviews and photos by Nuno Laranjeira

**A** late-bloomer by his own admission, Brad Anderson is quite possibly (actually, we reckon definitely) the only modern-day British champ not to race a GP season in his title-winning year. Brad's chart-topping season came in 2009 – sandwiched between Billy Mac and Evgeny Bobryshev – and this year

he's at it again, leading the Maxxis series without having even a sniff of GP action.

Well all that changed at Teutschenthal in Germany for round nine of the world championship where pint-sized Portugeezer Nuno was tasked with shadowing the 30-year-old for the weekend to get inside Ando's mind as he raced his first GP of the year... >>

*Brad gets on the gas at the Teutschenthal – dominant in the UK, he was keen to test his speed against a GP field*



## EXPECTATIONS

"I've been to Teutschenthal twice and I had good results in the past so hopefully I can get another good result this time. I come here because I want to do at least one or two to see how I go – I've been doing well in England and I wanted to see how my speed was at the GPs. These boys, I mean, you can't take away from them the fact that they are all very quick so I came here to see how I would go on now that I'm on a fast bike."

**DBR:** Would you say that you missed the opportunity of a career at the GPs?

**Brad:** "I think I come good maybe a bit too late and also a lot of people didn't like us at the time because I was outspoken and didn't keep everything in to myself and told everyone how I thought. Maybe teams didn't like that. Saying that, I would have liked to have done GPs. I did try a few years – in the 125s – but it was so hard to qualify and I just gave it up for some time and did more of the British championships."

"I actually had a good shot at it in 2008 [with Swift Suzuki] but it was the wrong bike. I think that was my time to stand out but obviously if I didn't click with the bike it was always going to be hard work. If I was on the bike I have now or on a different team back then I think it would have been a different kettle of fish but you can always say those things, can't you?"

**DBR:** Do you think you're maturing as a rider and how much does working with a smart and experienced MX brain like Neil Prince help?

**Brad:** "I think that as I'm getting older I'm also losing a bit of my aggressive side on track, I find myself thinking much more about other stuff. Neil's been telling me things like when someone's quicker let them pass, study their lines and then go for them later on in the race. I'm thinking a lot more that way and I think that it's working for us."

## FREE PRACTICE

"It rained really hard in the morning and I thought it was going to make the track better to ride but that wasn't the case. It's still a bit wet and rutty – even dangerous in some parts. I was 19th but that's just free practice, I'm getting used to the track and we already changed a couple of things on the bike for timed practice. I'm not really a timed qualifying type of rider, I'm better at the racing itself."

## PRE-QUALIFYING

"I think I should be beating a lot of those guys – I'm quicker than them. The track is hard and rutty but I'm not that far from them, I just needed to get a full lap in without making any mistakes – which I didn't – and I could take out two seconds on the time."

"The times are very close – two minutes, two-o-one and I'm on two-o-three which is pretty close. Just a second or two and I would have been next to the top 10. Boog is not far in front, Guarneri, Frossard... But I can't help feeling a bit disappointed – when I look at a 22nd position it just doesn't look good."

"I think that there will be a lot of people making mistakes during the race so hopefully if I go out there and don't make many I'll be all right."

## QUALIFYING RACE

"It's so hard to get a good start when you're in 22nd place. I got swallowed up a bit – I think I was hesitating a little. As it was my first start I didn't know how the rhythm was going to be right after the gate dropped. I know now so hopefully in the race I'll be more forward and ready. It was all a bit pushing and shoving during the first corners and I don't know if I hit a few guys – I nearly went down and I got around some eventually. I got past Aranda and then kept >>



# Prineer on Ando

## THE VOICE OF EXPERIENCE

"With Ando I'm passing on what I know from my previous experience with CAS – coming here and helping as much as I can with bike set-up and stuff like that. Brad knows he has a good bike from me, Jeff and PAR Honda. Some of the bike is from the CAS Honda days – he knows from the past that the CAS bikes have been up there with the results we've had so he knows the bike is good enough to do the job, to even win races! Brad doesn't come here questioning the bike.

"In the UK Brad is a dominant force against anybody so now he comes here and he gets better all weekend, he's racing against a completely different level of riders and he can still show that he can run top 10 with the guys.

"If he starts 10th or eighth he finishes 10th or eighth. The problem is that between sixth and 15th he's got some of the best riders in the world! Shame about the noise limit – it's no-one's fault really. We're geared up for the British championships and gone are the days when we would spend a lot of money getting 20 or 30 silencers and making them for the world championship."



After losing three places through a failed noise test Brad bounced back with 11th second time out

## Brad's Eye View



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- New 'FORMULA' clutch master cylinder (First batch will have A.P.)
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# Ando on Princeen

## THE GP MENTOR

"It's important that Neil could come this weekend – he showed me a few things and we feel that we work well together. I'd like to thank him and Paul from PAR Honda for helping me coming here. He's really good prepping the bike – you tell him something and he knows exactly what changes are needed. He's a good guy to work with, to be around. He's not just a mechanic, he's like our team manager and also a good friend.

"A few years ago when he was with CAS Honda he didn't seem like he is now, like, eye-to-eye with me. As all his riders were 'against' me he thought I was somehow arrogant. As soon as we sat down and had a good chat we were friends straight away so we should have done that a long time ago – if I had broken the ice years ago then I might have been on CAS Honda [laughs!] I would have liked it, really.

"The same with Dixon Yamaha – I had the chance to go to Steve Dixon's team in 2008 but at the time I went on to Swift Suzuki. That was the way things went and I now know that it was one of my big mistakes in life and I regret it as I don't think Steve will have that bike again after I turned him down. I made the wrong choice at the time but I was just trying to get on with my life."



on going up until De Reuver but I ran out of time.

"My lap times showed that I was quick enough and I just need to get out of that gate properly and if I do that I reckon I can hopefully reach top 10 tomorrow. People say that I'm a rider that always comes through the pack but it's quite hard to pass out there and everyone is fast. The track's drier now but it's still a bit rutty and sketchy with the lines although I found some good ones during the race and started to give it more gas. I just need to keep going on those tomorrow and –touch wood – I can be in the top 10."

## RACE ONE

"I had quite a good start but I think it was Nemeth came off in front of me and I had to almost stop and go over him – that cost me three places because then De Reuver and two other riders overtook me. I kept going – the speed felt quite good – and I looked over and saw Simpson with Ramon just in front of him. Boog, De Reuver and Leok were there but then Leok went down and got up behind me and put on a lot of pressure so then I made a few mistakes in the last couple of laps and he got past.

"I felt the speed was there and I should be able to be eighth and keep it up until the end so I could hopefully get that top 10 like I said. But it's so hard to get out of the gate and pass out there while making good times. They race all the way until the end and that's what I'm maybe not used

to so it's good to come here and see that.

"They pulled me out for a noise test and I don't know what happened – they just gave it two goes 'braap, braap' and didn't say anything. The bike passed the noise tests on technical so maybe it was the heat. Although I was 16th I can see on the chart that I'm now in 19th..."

## RACE TWO

"I came through the start in 16th and then seen Simpson come back over so I thought that my goal was to get him. I put some pressure on him and he stalled it. He then came back on the gas behind us. I made a few mistakes mid-race, I passed De Reuver and then he passed me back. I tried to get him in the last laps but he was a bit too far in front.

"I wanted to get that top 10 in my first GP this year and I'm pretty happy to get an 11th and a 16th – shame that I got penalised for noise. I've come here to see my speed and in conclusion I know that if I can get out of the gate well I can run with some of them. It was a really hot day and my first time doing a 35-minute moto but in the end it all came out positive I think.

"I felt really good and didn't feel the lack of race time from the British. The 20-minute motos we have in the UK are only a disadvantage to the tougher guys as riders don't have to train so much to do 20 minutes on the bikes. Maybe if I can do a few more like the English GP and maybe some others I can be up there."



Leading Leok in the opening moto





ALL EYES ON THORPE AS  
HE PLUNGES TO  
VICTORY... "I LOVE  
THIS PLACE!"

# FANTASTIQUE LES FONTAINES!

A CLASSIC FRENCH TRACK STRAIGHT OUT OF THE OLD-SCHOOL, PERNES LES FONTAINES  
WAS THE SCENE OF MAICO'S LAST 500 GP VICTORY IN '76 AND AN EPIC DT  
TRIUMPH 11 YEARS LATER...

Words and photos by Jack Burnicle

AMERICAN NEWCOMERS  
PHIL LARSON (84) +  
BILLY LILES FOUGHT  
THROUGHOUT RACE 2.

**T**he late Adolf Weil who died in May spent his racing life on Maicos and won the German factory its last 500 MX GP victory at Pernes les Fontaines in 1976.

Located in Provence at the foot of Mont Ventoux on the Cote d'Azur in south eastern France, Pernes les Fontaines is literally 'the fountain town'. More than 40 fountains were installed in the village during the second half of the 18th Century and during the second half of the 20th Century it boasted one of the finest French motocross tracks I've ever seen.

In those halcyon days France possessed many magnificent venues because a club had to run successful major internationals before being granted a world championship round. Pernes les Fontaines first hosted a 500cc GP – France's sixth ever – in 1962. It was won by Swedish powerhouse Rolf Tibblin on a Husqvarna. Another Swedish combination triumphed again there 12 months later when Torsten Hallman's Husky won the second ever French 250GP and the 250s were back in 1966 when Hallman won again. Sweden's domination of the vast, hard-pack hillside continued in 1970 when the hugely successful 250cc Husqvarna notched up its hat-trick, the first GP victory of a scaldingly fast blond showman called Torleif Hansen.

Two years later Pernes les Fontaines' Swedish landslide was halted by another outlandish extrovert – Suzuki's first world champion Joel Robert. Then the 500s returned in 1976 when Weil secured what proved to be Maico's big-bore swansong, defeating the works Suzukis of Roger De Coster and Gerrit Wolsink after sharing race wins with ultimate world champ De Coster. The French 500cc GP would visit a further eight classic amphitheatres before Pernes re-emerged in 1987 when the organising Moto-Club Pernois celebrated its 60th anniversary.

It was the only time I visited the colossal Circuit Val de Guilhaut. I loved French GPs – the rocks, the dust, the massive climbs and drops, the crackling atmosphere. French fans flock to motocross in their thousands and appreciate great racing, safe crashing and gallant losing. As long as a rider never quits he gains the respect of a French crowd as part of their entertainment. And on the terrific tracks they created then entertainment was what they got.

Honda's defending champion Dave Thorpe adored Pernes. "The faster a track is, the more I love it," he grinned. Rob Andrews wasn't so sure. "It's these fast downhill bends that I find scary," admitted Andrews. "I don't feel safe on them." Rob's concerns would deepen when fellow Brits Kurt Nicoll and Stuart Coyle came awful croppers during timed training down the quickest curved descent, laced with ledged drop-offs.

The huge bare valley had been a cauldron of activity when we arrived. Hoardings were being painted, banners erected and flags raised. Wooden fences indicated that crowds would be confined to the edges of the valley so prospects for photography looked good during my pre-race reconnaissance. I could capture the pack into the first turn before scrambling back up a rocky scree to catch them hurtling into turn three. Silly boy! By midday on a bright, breezy afternoon, 40,000 fans had invaded the stage. As the opening moto exploded into action I grabbed the first turn action and wheeled round to find my path blocked by a wall of frenzied French who had poured over the alleged fence!

They certainly got their money's worth. All day the racing was fiercely contested and deafeningly cheered. A fabulous first moto feud between Kawasaki privateer Hakan Carlqvist and Dave Thorpe eventually went the Swede's way as he wore down the reigning world champion. Roars of approval greeted this popular victory although Carla, Georges Jobe and



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

**JACK BURNICLE** is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

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Place of birth	BILLINGHAM		
Date of birth	9/1/47		
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# SUMMER OF '76

## ALLAN ON ADOLF...

Reigning British Open champion Vic Allan raced a CCM against Adolf Weil in the 1976 500GPs and finished seventh in that first moto in France the German won.

"He kept himself very much to himself," recalls Scotsman Allan. "He was aloof with everybody. Had an aura about him – always polite but a demon on the track. The circuit was very wide and had a lot of tricky adverse cambers and ledges. A tough place but not balls-out power wise.

"It was difficult to pass so you needed a good start. I got one but wheeled the length of the straight. I couldn't get the front down because I didn't want to shut off! I was behind Pierre Karsmakers and his factory Honda and spent the whole race on his tail. Ahead of us Herbert Schmitz finished third on a lightweight 360cc Puch! The track suited Adolf and the Maico. He was such a smooth runner – old-school European style. Took nothing out of himself. And always such a fit bloke."

When Adolf Weil won again, leading home De Coster in the second moto of the British GP at Dodington Park near Bristol, 'Haggis' took a fine third for CCM. They ended the scalding hot summer of '76 third and 12th respectively in the world championship.



DAVID WATSON LAUNCHES THE 355 KTM TO ITS FIRST GP POINTS



9 → 9A

loudly hailed Carlqvist locked back in sixth place, Thorpe stole overall honours from his favourite rival.

Other British points scorers that scorching day included a brave, battered Nicoll (fourth in race one and ninth in race two), Dave Watson (13th and 11th) who notched up the first world title points for KTM's new 355cc two-stroke – yes, the Austrians were campaigning a lightweight open classer back then too – and Greg Hanson who holeshot race two on his Kawasaki and clung on for 13th place and three points. Max Anstie's old man Swervin' Merv on a KTM finished 21st and Kristian Whatley's trainer Julian Clarke (Kawasaki) was five places further back.

Thorpe and Carla mounted the rostrum bathed in warm late afternoon sunshine alongside surprise third placeman Nannini (Italians love hard-pack French freeways!). Liles was fourth – his first 500cc world championship score – with Jobe fifth and Nicoll sixth. Seventh was short-lived new teenaged Finnish star Ismo Vehkonen. His dad a former 250GP winner, Ismo recently resurfaced second in the Veterans' race at Kegums!

That blissful evening we could never have imagined that this was almost it for Pernes les Fontaines. The circuit would host just one more French classic a decade later when its only ever 125GP was won by homeboy Frederic Vialle in a Yamaha one-two when he wrested a split decision from eventual 1997 world champion Chicco Chiodi.

In fact 'No Race' (as Frederic was gleefully nicknamed by his coach Yannig Kervella, the man who managed Marvin Musquin to a pair of world titles) rewarded those fabulous fans by leading a second race French whitewash ahead of Mickael Maschio and Luigi Seguy. Third place overall went to Claudio di Carli's original protégé, Roman Claudio Federici, who happened to be riding a Husqvarna – the very marque that dominated those 1960s grands prix round the memorable Circuit Val de Guilhaut.



SPOT THE FENCE! THORPE TAKES THE LEAD FROM NANNINI IN THE SECOND RACE

Thorpe were each applauded all the way round their final lap – Carlqvist for winning, Georges for almost winning and David for losing with such spirit and good grace! World championship points were only awarded down to 15th place and Andrews was cruelly squeezed down to 16th by Belgian Jo Martens.

Ebullient Georgia Boy 'Bullet' Billy Liles – a 500GP rookie that year racing for Team Cinti Kawasaki – finished ninth then enjoyed a scintillating second moto. Thorpe and his factory Honda hit back in a coruscating contest involving

ex-250GP star Romano Nannini (KTM), Liles, his burly American team-mate Phil Larson and Tony Cairoli's distinguished mentor Claudio di Carli (Honda) who split the duelling Yanks in a dramatic last lap surge.

To earn a hard-riden 19th place Shaun Simpson's dad Willie, riding a Shirlaws Honda, leapt over the finishing line neck and neck with an intense American newcomer called Trampas Parker, a mate of Liles from Louisiana who had come over to try his hand in Europe. With first race runner-up Jobe falling downfield and a

# FROM BEAR TRAP TO BARBON!

**SINCE DEBUTING AT THE TOUGH ONE WITH A DISAPPOINTING DNF WE'VE COME A LONG WAY WITH OUR RMX450Z LONG-TERM TEST BIKE AND SO FAR IT'S BEEN A PRETTY EMOTIONAL RIDE...**

Words by *Sutty* Photos by *Ariann Morris*

**T**hey say there's nothing hurts more than a DNF but after turning his world upside-down, right way up, upside-down, right way up and upside-down again during a practice session I guess The Bear would disagree. Our Art Editor doesn't get to ride dirt bikes all that often and so when he does you can guarantee that there are gonna be LOLs aplenty – like that time he rode into a patch of nettles, or the time he got cross-rutted and rode into a ditch or the time he took the still good-as-new RMX450Z and flipped it out of a corner.

Actually that last moment wasn't actually all that funny because by the time The Bear had finished getting all Larry Loopout on our RMX's ass he'd broken his toe and modified the Suzuki's back end considerably n'all. And so while he hobbled around looking all forlorn as he foraged for competition prizes to guzzle I was forced to head down to the DBR race shop and start a strip search of our Suzuki so I could figure out what we – that means me – needed to repair the 'X'.

Luckily the majority of damage was cosmetic and cosmetic is always easily fixed provided you've got the moolah to throw at it. Unfortunately – in these times of economic despair – this repair job wasn't going to be cheap because the RMX needed a new back mudguard, a LHS side panel, one airbox (who the feck ever breaks an airbox?) and a silencer.

The silencer damage was a bit of a gutter because it was one of those beautifully crafted LeoVince jobbies that looks, sounds and performs amazingly and is also a good bit lighter than the stocker too. At first I figured it'd be okay to keep on running it despite it looking like a banana but it transpires that the core is damaged which means it's sidelined while I search for a suitable replacement. For the time being the stocker's gonna have to do because believe it or not sweet silencers don't just grow on trees.

Because the RMX450Z is something of a rare beast it's not possible to just order up bargain-priced aftermarket plastics but when the stock rear fender has an RRP of £96.57 you know it's time to start looking for alternatives. I figured that since the RMX is a 450 and they look the same, RMZ450 plastics would fit so I ordered up a Polisport plastics box set from Apico and a set of custom graphics from Gareth at Pro-Decals to go on them. Unfortunately for me I found that the RMX450Z actually shares the same plastics shape as the RMZ250 which meant that aside from the rad scoops nothing fit as Suzuki intended – being a dumbass I found this out while trying to fit the graphiced-up plastics. D'oh!

Anyhoo, the good news is that if you're cool with not running the tail light, the RMZ250 rear fender bolts straight on as does the RHS side panel. But because the stock LHS side panel has a little door in it to allow access to the air filter the RMZ panel won't fit without modifying the door flap. Luckily for me The Bear had already 'modified' this area of the machine anyway so I didn't mind 'modifying' it further and I found a solution that worked brilliantly by cutting away some of the old plastic and then riveting an RMZ250 panel to the RMX air box door.

If you do that you basically end up with a huge flap that's hinged at the front of the airbox and bolts in place using the original side panel and seat mounting points. It's a solution that works well, looks better than stock and saves a fortune compared to replacing the stock parts.

The only downside is that you have to further 'open up' the airbox to give the starter solenoid and ECU a place to live but that too was a win-win situation in our case – it negated the damage to the air box and lessened bulk at the back end while increasing airflow to the filter.

Although it was all a bit of a ball-ache the end result was that by using a little smarts we'd turned a £450 plastics bill into an £89 one – plus the price of graphics which are an optional extra anyway. So after a bit of guesswork, some brutal 'modifying' and some bolting back together the RMX was good to go again except that I hadn't finished fixing it just yet...

You may have noticed that I have a bit of a flat track fixation of late and the lure of going racing was proving too difficult to resist. On the verge of buying a very old and very second-hand Honda CRF450 to convert into a flat track racer someone suggested giving the RMX a makeover instead. Hmmm. Could an enduroised 450 be competitive for a rookie flat track racer? There's only one way to find out...

The first items on my list for the conversion were wheels and tyres. Since just before The Tough One we've been running a pair of moussed-up Hollis Wheels in the RMX and they've performed solidly. It amazes me that the guys at Hollis can retail wheels as good as these for the price they do. For £440 you get a pair of anodised billet 6061 T6 aluminium hubs, laced to super-strong rims with eight gauge spokes. Trust me, these wheels are as good if not better than anything else out there and so when it came to acquiring a 19 inch front wheel there was only one place to go.

The tyre thing was simple enough too as The Pozzani Grand National Championship runs with control tyres – in this case a Maxxis DTR-1s. There's only one company that stocks the tyres in the UK and that's AAA-Racing in the North West so like anyone else who wants to race flat track in Britain I had to buy mine from there. Although they seem quite expensive compared to motocross tyres the DTR-1s last for years and rarely need changing – or so I'm told.

To optimise the bike's handling for flat track use some suspension work was needed so for this I handed the forks and shock over to the comic geniuses at KAIS Performance. I've been a fan of the White's suspension work since forever and the quality of work the boys pop out from their spotlessly clean workshop in Atherton is second to none so it was a no-brainer really – especially when taking into account their experience in lowering motocross bikes for supermoto use and whatnot. I dropped the boingers in, laughed at Johnno and Nick's crazy antics then returned a few days later to pick up my lowered and sweet-handling sussies and laugh at Johnno and Nick's crazy antics some more – sweet!

After that the only additional work needed to turn the RMX into a flat tracker was to remove the front brake assembly, fit a motocross-style front number board and a lanyard operated killswitch. Apico supplied the switch I needed so I wired that in then made a bracket to attach the front plate that came in the Polisport plastics set to. Voila! Time to go racing...

My first wildcard appearance in this year's GNC was all set for round five of the series which was being held at the all-new and very impressive Leicester Lions



© Chris Hudson

*The Magazine Machine  
takes time out to enjoy  
Heysham's picturesque  
Half Moon Bay*



magazine machine



*Nick White – he's the  
handsome brother – gets  
stuck into the rear shock*



*The Dawg goes  
hill climbing  
at Barbon*



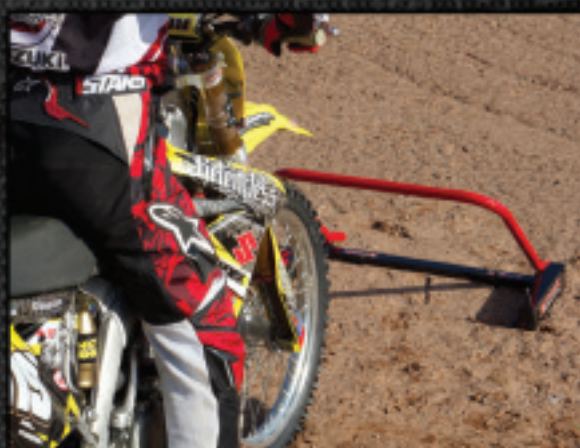
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*If he'd been running knobbles Sully would have railed the bale berm...*



*Anyone for fat, sorry, flat tracking?*



© Chris Hudson

speedway stadium. Arriving with some trepidation my nerves were soon put at ease by the friendliness of the other competitors who despite being hard and unforgiving motherfudgers out on the track really couldn't be any more different in the pits. There's always plenty of good advice and friendly banter being chuckled about at flat track races which is much of the appeal – that and all the cool bikes and the full-bore, bar-to-bar racing!

After going out for every practice session I could I felt as ready as I was gonna be for the first of my three heats which would decide whether I'd be making the semis or not. I was thinking that'd be a bridge too far for my first meeting so my goal was to ride as hard as I could in all three races and come away with a smile on my chops. Anyhoo, a first race fifth from the front row followed by a ninth from the rear put me in a position where a good last race might just help me squeeze through to the next round.

With some good advice from reigning British champ Ade Collins – who'd seen where I'd gone wrong in heat two – I started from the middle row in heat three, got an okay start then just kept plugging away on the inside to pull through to third at the finish. Awesome!

That qualified me for a back row start in the second semi. With eight of the UK's leading flat track racers in front of me and three right

alongside I figured a top five transfer spot was gonna be a tall order to fulfil and I was bang on the money. After 10 laps of 100 per cent effort I was rewarded with eighth and a trip to the LCQ where only the top two would go through to the main. Needless to say it was a desperate situation to be in. I had six laps to pull through to second from a second row start against riders who'd had an edge on me all afternoon. Did I settle for a non-transfer position or put it all on the line to try and make the Main Event in my rookie flat track appearance – what do you think?

It definitely didn't go to plan and a bent pair of Pro Tapers, a written off clutch lever and some scratched up plastics were the result of a second blast around the outside that hadn't worked the first time either. Still, a good old highside gave the crowd something to chuckle about and reminded me that crashing dirt bikes sucks. Luckily, I'd landed pretty much square on my ass and although I'd like to say I gave it the speedway lie-down to force a restart the truth is I was incapable of doing anything other than groaning loudly as I sucked some air back into my lungs. Allowed to start the rerun from 20 yards back, I gave chase for a while before realising that my attempts were fruitless.

Super-friendly shale shifter Ade Collins won the points-payer on his HM Plant Honda ahead of Pidcock's Tom Woolley and Italian stallion

Jacopo Monti making it a Honda 1-2-3 while Team Suzuki team-mates Pete Boast and Tim Neave rounded out the top five.

With a two-week break until the next bout of flat track action I had the opportunity to do something very different again the next weekend with the RMX – hill climbing. Now, before I go any further with this I'm not on about hillbilly hill climbing with 20-foot swingarms and paddle tyres but a half-mile sprint up a Tarmac climb with corners at Barbon Manor. It's very popular with the supermoto crowd so super ad salesman Marcus Davies and I thought we'd give it a shot – myself with the RMX still complete with flat track tyres and Marcus on the CR500 he commutes to work on when the weather is right.

Between racing shale on Sunday and sprinting up a strip of Tarmac one week later I had a bit of work to do. First of all I needed to reattach my front brake but rather than just run the stock RMX disc I got on the phone to Nat Brown and Jon the legend at EBC Brakes in Northampton to see if they had anything oversized that might fit the Suzuki and enhance performance – the short answer was yes and they posted out a disc and calliper carrier, some new pads and a clutch kit as well.

I think it's really awesome that British companies like EBC still engineer their race parts right here in the UK rather than outsource the work to China. The quality of



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\*Source: The Exchange, November 2010 \*\*Excludes professional sports people.

these British products is second to none and the designers are right on the ball too creating awesome brake and clutch bits and bobs. The oversize MX disc kit is a great example of EBC's work – well thought out and well engineered. The thing works well and is competitively priced.

The DRCF clutch kits are incredible too featuring carbon fibre-lined friction plates, pin planished steel plates for better distribution of oil and shot peened, heat treated springs. All in all an EBC DRCF kit adds up to a high performing, long lasting clutch that's all made right here in the UK. Brilliant.

With the bike all good to go bar numbers (I made my own for this one-off event with some Fablon from B+Q) I got out the old leathers that must have shrunk over the years – laff! – and loaded up the van ready for Barbon, picking up Marcus along the way.

Like in the flat track world the diversity of bikes that the hill climb offered was immense and although there were a lot of MX-based supermoto machines to look at, the real sweet steel to set your eyes on was the ancient Velocettes, the home-made specials like the

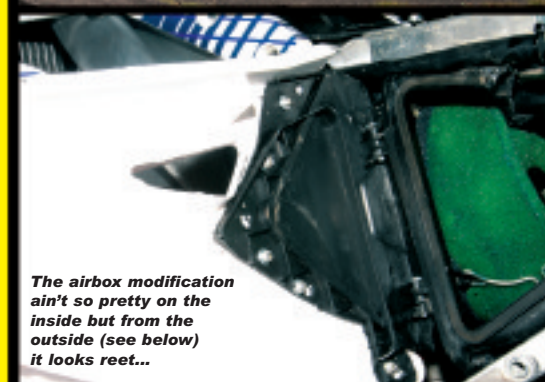
'Eigenbau' which literally means self-built in German and the complete odd-ball machines like the trikes and the grass tracker that some dude from around the corner here in Morecambe slid up the hill on full gas until he came to the right-hand hairpin at the top.

But it's the supermoto bikes that rule the roost – not that there's any of that – with former youth motocross champs Matt Winstanley and Christian Iddon fighting over the hill record all day until the Wigan-based Silicone Engineering Honda rider finally lowers his time to a 25:28 in the Top 15 Shootout. But it's CR500-mounted Paul Jeffrey who takes the overall though as times from each round are scrapped and Winstanley screws up his final run allowing Jeffery to sneak it for all the two-stroke lovers.

In the battle of the DBR staffers Marcus and his five-tonner four-stroke-eater handed me my ass on a plate beating me and the RMX up the hill by a second – or near as dammit. Fellow flat trackers David Haith and Derek Brindley both powered their CRF450s into the top five of the 'up to 500cc' class and also made the Top 15 shootout n'all – well in boys!

Next on the agenda is a little TT racing – an oddity for flat track racing as the circuit features right-hand corners and also a jump. The week after that comes full-bore flat tracking on a half-mile circuit near Rhyl where Short Track UK series promoter Pete Boast reckons we'll be hitting speeds over 100mph on dirt with no front brake – hopefully the wide-ratio gearbox of the RMX will work to my advantage here.

While travelling so fast off-road sounds scary it's still very exciting and I can't wait!



*The airbox modification ain't so pretty on the inside but from the outside (see below) it looks reet...*



*Nick White – he's the handsome brother – gets stuck into the forks*



*The new Zeta clutch perch and lever*



## ROLL OF HONOUR!

### A BIG THANK YOU TO...

This month's magazine machine was brought to you by the following companies whose help is most definitely and whole-heartedly appreciated...

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# BE THERE!

AFTER TAKING A RAIN-CHECK IN 2010 THE BRITISH GP IS BACK FOR 2011 AND, WHAT'S MORE, IT'S AT THE MAGNIFICENT MATTERLEY BASIN SO MAKE SURE YOU DON'T MISS OUT...

WORDS BY SEAN LAWLESS

It's the #1 date on the domestic motocross calendar and outside of the des Nations one of the biggest, baddest MX races on the planet – yep, it's time for the British GP and after we missed out last year the 2011 edition on August 20-21 is shaping up to be an awesome weekend of dirt bike action!

The British GP is steeped in history with legendary circuits such as Farleigh Castle, Foxhill and Hawkstone Park all burned into motocross folklore. More recently we've played host to the world's fastest racers at man-made, purpose-built tracks based at established road race venues that have attracted as much criticism as praise but the great news is this year we'll be returning to the magnificent Matterley Basin near Winchester.

The venue for the 2006 British GP and – the same year – the scene of Stefan Everts' glorious Motocross des Nations swansong, Matterley is a mega mix of man-made jumps and natural changes in elevation as the track winds its way up, down and around the grassy basin. This makes for loads of lines – and loads of lines make for great racing. And with the lay-out making for spectator viewing that's as good as you'll find anywhere on the planet you'll get to see round 13 of the motocross world championship unfold right in

front of your very eyes!

Even better – this year your very eyes could very well witness a British winner in MX2 or at the very least a podium finisher with Monster Energy CLS Kawasaki pairing Tommy Searle and Max Anstie both tearing it up on 250Fs this season. So far Tommy Gun's had 13 moto top three finishes including two race wins and the overall decision in France. Matterley was the scene of Tommy's first ever GP podium five years ago so he certainly knows his way around the Hampshire track.

There's nothing more Max would like than to repeat Tommy's heroics of 2006 and grab his debut podium in front of the huge home crowd expected to flood into Matterley Basin. With five overall fourth-placed finishes prior to Loket, Max is definitely knocking on the door of that first trip to the podium. Although he's currently based in Belgium and lives in California, Swervin' Mervyn's lad actually hails from just down the road in Andover making this about as close to a home GP as possible.

Another Brit looking for his debut podium at Matterley Basin is The Reverend Jake Nicholls. The HM Plant Red Bull KTM UK rider missed the first four GPs through injury but since he came back he's been banging in the points and currently sits 12th in the standings.

"I can't wait for the British GP, we missed out last year which was a big shame and the

year before that it was at a crap track and I was fighting for points," says Jake. "This year it's back at an awesome venue and I will hope to be fighting for top fives – and I can't wait to hear the loudest fans of the whole GP circuit go mad."

Jake's team-mate Jordan Booker is the only other Brit assured of a start in MX2 and after scoring points in Germany and Latvia he'll be looking for strong home support to help himself to some more.

Of course, in the way of a British win are some pretty quick riders – pretty quick being a candidate for the understatement of the year. German sensation Ken Roczen currently leads the MX2 championship charge and with 14 moto wins at the time of writing is definitely the man to beat. The 17-year-old's even younger Red Bull Teka KTM team-mate Jeffrey Herlings has got five race wins of his own so far but four of those have come from double victories in sand where he's virtually unbeatable and the going at Matterley isn't nearly as soft.

Currently fourth in the series behind Tommy, French former world BMX champ Gautier Paulin is another moto winner this year but he's gone a little off the boil since that victory in Germany. Still, expect the Monster Energy Yamaha rider to be a threat.

>>





## GETTING THERE

### FROM THE NORTH

Leave the M25 at junction 12, join the M3, leave the M3 at junction 9 (signposted Winchester) then at the roundabout take the first exit onto Spitfire Link – A272. At Spitfire roundabout take the first exit onto Petersfield Road – A31 (signposted Alton). You will then pick up temporary road signs for the event, located just outside Winchester on the A31 dual carriageway.

### FROM THE EAST

Leave the M27 at junction 4, join the M3, leave the M3 at junction 10 (signposted Winchester City Centre) then at roundabout take the third exit onto the A31 (signposted Southampton, Winnal). At next roundabout take second exit onto the A31. You will then pick up temporary road signs for the event.

### FROM THE WEST

Leave the M4 at junction 13, join the A34 (signposted Oxford, Newbury) then at the roundabout take the first exit onto Spitfire Link – A272 (signposted Winchester). At Spitfire roundabout take the first exit onto Petersfield Road – A31 (signposted Alton). You will then pick up temporary road signs for the event.

### SATNAV

If you can't be bothered with roadmaps – or have forgotten how to use one – the postcode for SatNav users is **SO21 1HW...**

*Tony Cairoli's already won at Matterley and starts favourite to extend his series lead*

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**Main:** Early leader Clement Desalle is now in the unfortunate position of playing catch-up to Cairoli  
**Below:** MX2 series leader Ken Roczen



© suzuki-racing.com



© R.Archer/KTMimages.com

Sadly, another British-based threat for a podium – American Bike It Cosworth Wild Wolf Yamaha rider Zach Osborne – is forced to sit out the rest of the season after his big crash at Foxhill last month but into his shoes steps his team-mate Arnaud Tonus. The super-swift Swiss rider and Maxis British championship leader currently sits sixth in points – one place behind the absent Osborne – and if he gets on the podium you can be damn sure we'll claim him as one of our own!

We won't know the British wildcard riders until the Monday before the GP but it's pretty much a certainty that DB Racing Honda's Elliott Banks-Browne will be rolling up to the start gate intent of grabbing a bunch of points. There's no doubting EBB's calibre or speed and armed with one of the fastest non-factory bikes around he's currently second in the Maxis series and runaway leader of the MX2 class of the Red Bull Pro Nationals.

EBB's GP outings this year have been limited to just the French round where he finished ninth in the opening moto before crashing second time out and coming from dead last to 16th. It was a typically gutsy performance he's aiming to improve on at Matterley.

"I'm really looking forward to the GP," says Elliott. "We haven't had had a British GP for two years now so I can't wait for it and hopefully I'll put on a good show – two top 10 results would be spot on."

## GETTING IN

### TICKETS

Weekend tickets are available priced at £54 for adults and £27 for children with a family weekend ticket – covering two adults and two children – costing £155. Children are classed as being aged from five to 15. Under fives are admitted free of charge.

Sunday race day tickets cost £45 for adults, £22.50 for children with family tickets priced at £127. Saturday tickets for qualifying races and practice will set you back £27 per adult, £13 for children and £77.50 for families.

VIP tickets are also available – for full pricing structures and for details of camping fees go to [www.britmxgrandprix.com](http://www.britmxgrandprix.com)



© yamaha-racing.com

**Steven Frossard is the surprise package of 2011**



© Nuno Laranjeira

**Home support could fire Brad up for a couple of top 10 finishes**

Another Brit-based potential wildcard who should be on the scoresheet is MVR-D Honda's Mattis Karro. The Latvian has been posting solid results in his more recent GP appearances and a 10th overall at Lommel shows he's got what it takes to run with the world's best. And let's not forget Relentless Suzuki by TAS's rapid redhead Mel Pocock who has plenty of experience at GP level from his days racing for Steve Dixon.

Moving up to the MX1 class and sadly we haven't quite got the depth of talent as we're rocking in MX2 with LS Motors Honda's Shaun Simpson the only Brit to have contested the full season on the world stage. And it's fair to say it's been a testing campaign for the MX2 GP winner in his debut season on the MX1 machine. Woody's been a regular points scorer but hasn't scored as heavily as he'd like – a race two seventh in Belgium is his best result of the year to date. The Scot's a veteran of that 2006 GP when he picked up four points with a pair of 19ths but he'll be aiming to dramatically improve on that this time around.

Since leaving the CCM team and taking over Graeme Irwin's injury-vacated ride with HM Plant Red Bull KTM UK, Tom Church has found himself a GP regular once again. So far in his only outing he scored four points in Lommel with a race one 17th before crashing out of race two. TC's got a wealth of experience at this level and will be hoping to turn it on for the home crowd.

Right up at the sharp end of the class, reigning champ





Antonio Cairoli's bid for a third straight crown is gathering momentum after he picked up a knock at round one in Bulgaria. Super Tony is setting the pace at the moment with a 2-2, 1-1 and 1-1 at the last three GPs in Germany, Latvia and Belgium. This coupled with a shoulder injury to early series-leader Clement Desalle has seen the Italian Red Bull KTM rider put daylight between himself and the rest of the field.

Matterley was, of course, the scene of Cairoli's headline-grabbing MXdN performance in 2006 when he won the second moto on a 250F, defeating all the Open class runners in the process and leaving Ryan Villopoto chomping on his roost. And earlier that year he took a race two win at the British GP so we know the track suits him.

Despite his dislocated shoulder, the MX Panda's still in the hunt on his Rockstar Suzuki but he's now having to fight off the attentions of this season's sensational MX1 debutant Steven Frossard on the Monster Energy Yamaha. The Frenchman has won five motos this year including a dazzling double in Sweden and is definitely one to watch.

Another rider to watch is Russian Evgeny Bobryshev riding for the Honda World Motocross team. Bobby's holding down fourth in the standings helped by a double win in Germany and, what's more, he's the reigning British MX1 champ so you can cheer him on without feeling too unpatriotic!

The only other race winners this year in MX1 are Red Bull KTM's Max Nagl and 2008 champ David Philippaerts on the Monster Energy Yamaha. Nagl's holeshots have evaporated since he moved from the Austrian 450 to the 350 at the start of the season and he's not been the threat he was in 2010. Philippaerts - MX2 winner at Matterley's 2006 GP - has also been suffering from a lack of form since his overall win in Brazil.

Of the likely wildcards with GP experience in 2011, Brad Anderson and Martin Barr will be determined to do well for Queen and Country. Northern Irish ace Barr's having a stellar debut MX1 season on the 350cc orange machine for Steve Turner's Boost Energy KTM team and his two race wins at the Foxhill round of the Maxxis series are evidence that he's getting quicker and quicker and should

add to the eight points he scored in Holland in the first of his three GP outings so far this season.

Ando's the dominant force on the domestic scene, leading both the Maxxis and Red Bull Pro Nationals championships. The PAR Honda rider's raced just the one GP this year in Germany where he almost cracked the top 10 second time out.

"I went to Germany to see what it was like and I had my ups and downs a little bit like in the first race when I was penalised three places for noise," says Brad. "There's 17 front runners out there who've won a GP race in MX1 so it's really hard. I would be pumped if I got in the top 10 - that's my goal. And if the home crowd get behind us I think that'll push me on a bit further."

A third likely wildcard is Samsung Yamaha's Kristian Whatley, another rider impressing in his debut season on a 450. Currently second in the Maxxis British championship, the son of GP winner Jem suffered a setback at Foxhill when he injured his shoulder but if he's fully fit his ability to find lines that no-one else sees will be a big advantage on the swooping Matterley track.

"I did the GP at Matterley in '06 but my bike wasn't quick enough then but I like the track and go well round there," says Kristian. "Half of it's man-made and half of it's not and I like that sort of Farleigh going. I can pick some good lines."

Maxxis Henderson LPE Kawasaki field a pair of riders with Estonian Gert Krestinov - an MX2 GP winner in the Lommel sand - looking to improve on his 11 points earned this year in Holland and Latvia. Bert's a good bet to get his name on the scoresheet but is unlikely to set the world on fire - the same can't be said of his team-mate for Matterley!

After spending the past two years racing the Aussie Nationals, MX2 and MX1 GP winner and multiple British champ Billy MacKenzie will contest his first world championship races since 2009. With no accurate way to gauge his speed against the GP elite Billy really is the wildest of wildcards - he could run top 10 or even top five or equally he could crash and burn. It all depends on which Billy rocks up at Matterley...

## SUPPORTING ACTS

### VMX AND EMX125

On top of being round 13 of the world MX championship, the British GP also hosts rounds five of the Veterans Motocross World Cup and EMX125 European championship.

There's a sprinkling of Brits throughout both classes with the VMX series - currently led by Swede Mats Nilsson (who's out for the year with a shoulder injury) - featuring ex-GP racer and former AMCA champ Phil Mercer leading the home charge.

Factory Phil's only contested the last two rounds but his 3-3 card in Latvia backed up by a 4-4 in Lommel sees him in a strong seventh and just 24 points off third. Next up is Phil Lewis in ninth with Terry House and Brian Wheeler also on the scoresheet and expected to be in action at Matterley.

Best Brit in the EMX125 series is currently James Dunn who's holding down fifth despite a no-score in the first race in Germany.

James Dunn is hauling in the EMX125 series



Jeffrey Herlings is second in MX2 but his best performances come in deep sand

# ALL THAT GLITTERS...

## **X-GAMES 17 UPS THE MOTO ANTE WITH ENDURO X FOR MEN AND WOMEN BUT A FEW CONTROVERSIAL DECISIONS THREATEN TO TARNISH THE GLITTER OF GOLD**

In the USA the X-Games are the 'it' event for freestyle motocross. And ever since moto first hit the X-Games in the late '90s the X-Games have made it a priority to include as much 'moto' as they could into the event. First they added Step Up and eventually Best Trick, both of which are still around today. And in the past few years Super Moto X and Moto X Racing (basically supercross) have both come and then gone the way of inline skating.

When you include the now-defunct versions of moto at X, check out the list of moto sports in the history of X Games – Freestyle (the original), Step Up, Best Trick, Best Whip, Moto X Racing, Women's Moto X Racing, Super Moto X, Speed and Style and now Men's Enduro X and Women's Enduro X.

Compare that to the skateboarding events, for example, which is really the demographic that the X-Games was founded on in the first place – Skateboard Park, Men's Skateboard Street, Women's Skateboard Street, Skateboard Big Air, Skateboard Vert and the skateboard game of SK8.

Moto is where it's at. It's the most 'extreme' sport available today so it's no coincidence that X-Games love it. The tricks are bigger, higher and more intense than anything else they have come up with. And it helps that Travis Pastrana is involved!

This is how X Games Moto went down this year...

### **FREESTYLE**

Moto X Freestyle saw the return of Nate Adams to X-Games prominence. Adams dominated the event from start to finish with a mix of 360s, 360 variations, backflip variations and even a one-handed backflip where he would take off one-handed and land one-handed on his CRF450R – a change for this year from his customary YZ250 two-stroke.

The best two out of three runs counted in each round and Adams had it sewn up by the time he got to his third run with scores of 45 and 46 out of a possible 50.

Adam Jones finished second after crashing hard in his second run attempting a backflip to no-hander lander without ever touching his handlebars. He returned for his third run and got his highest score of the round with a 44, combining with his first-run score of 42.

Danny Torres finished third in the event with a 42 and two 41s, only one of which counted toward his final score of 83.

### **STEP UP**

X-Games 17 seemed to be almost like a hall of fame event with ESPN trying to fit in established names wherever possible on the moto side of things. In Step Up we saw the return of Tommy Clowers who hasn't competed at X in years, even though he is and was always a Step Up specialist.

Step Up also marked the only two-wheel event Brian Deegan took part in this year.

Todd Potter was the first guy knocked out of Step Up, followed by Clowers and Deegan. Then came Myles Richmond. This left the two perennial Step Up favourites – Matt Buyten and Ronnie Renner. Renner, on a KTM 350 SXF, was using his trademark style of doing turn-down whips over the bar while Buyten was simply using brute force.

They both cleared a record 36 feet as the competition wore down but Renner was the first to attempt 37 and he couldn't get it done in his first two attempts. If Buyten could pull it off he would take the gold. In his first attempt Buyten cleared the bar. And that was that. Buyten took gold which was the only medal actually given out at the event. There are no silvers or bronzes in Step Up.

### **BEST WHIP**

Voted on by fans via text message, either at home or in person, the Best Whip competition is easily the biggest popularity contest at X-Games. And to make things even weirder for scoring, since you don't even have to be on hand to vote camera angles actually come into play quite a bit. The people at home can only see what ESPN decides to show them after all...

And at least in person there's no way Jeremy 'Twitch' Stenberg had even one whip that was gnarlier than the ones being thrown by Aussie Jarryd McNeil or Frenchman Thomas Pages. And Todd Potter's whips weren't what they were in years past when he was on a two-stroke either.

However, at the end of the competition Twitch was awarded the gold over Potter and McNeil when in person McNeil was the clear winner not only in how far his whips were thrown but in the variety as well. McNeil was upside-down to the left, to the right, had turn-down whips or big sideways whips that had him going backward through the air. McNeil is ridiculous! But he got third behind Twitch and Potter.

And Pages? He was at least better than everyone but McNeil and finished fifth behind Josh Hansen. The only guy Pages beat was Nate Adams and Adams was at least as good for his whips as Twitch. ♦





Adam Jones takes silver in the Freestyle competition

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## BEST TRICK

Best Trick was perhaps the most anti-climactic event at X-Games 17. All of the big tricks were thrown in the first round and the guys either were carted off after their attempts or scored really high.

Aussie Jacko Strong – you should know he's an Aussie just by the name – nabbed the lead early when he became the first rider in X-Games history to successfully pull a frontflip in competition. There was a bit of controversy, though, as Strong's lead held to the end despite last year's gold-medal winner, Cam Sinclair, adding a Nac-Nac variation to his winning double-flip from 2010.

No-one has ever pulled a double-flip with a variation in X-Games history either but probably because the double-flip has been around for quite a few years now – Pastrana first pulled it five years ago at X-Games 12 – Strong got the nod with his frontflip.

Pastrana again attempted his Rodeo 720 on his RM125 and it went exactly like it did last time he tried it at X. Actually, it went exactly like that twice in a row as after he crashed on his first attempt he didn't even wait for his turn to try it again. He turned around and went for it a second time and did the exact same thing, this time breaking his foot on landing and knocking himself out of most of the rest of X – with the exception of RallyCross on Sunday where he finished a pretty remarkable fourth place with hand controls.

Sinclair got silver with his double-flip variation and Bronze went to another Aussie in Josh Sheehan who pulled a 'standard' double-backflip. The only guy besides Pastrana to try something that might have topped Strong's frontflip was Mark Monea who attempted a no-handed frontflip. He went down on the attempt – although he nearly pulled it – and dropped out of the competition.

The second runs – except for Pastrana's unscheduled second run – were all just big whips and other fun stuff as the leaderboard was set.

## WOMEN'S MOTO X RACING

During the off-season for women's racing here in the USA while supercross is going on for the men, San Diego's Vicki Golden was taking part in the AMA arenacross series. Racing against the men, she eventually made a few Main Events. She obviously learned a lot during that time.

The two pre-race favourites were X Games darling Ashley Fiolek and defending women's MX champ Jessica Patterson but Fiolek went down in practice and knocked herself out and couldn't get cleared to race and Patterson did the same thing – in the same spot – during her heat race as she tried to pass France's Livia Lancelot.

In the final Golden had to face off against former X-Games Women's Moto X champ Tarah Gieger and she made it look pretty easy, pulling away to the win over Gieger, Lancelot and former medallist Sara Price.

© ESPN

A frontflip – the first ever seen in the X-Games – earns Jackson Strong gold in the Best Trick category



Justin Soule heads to bronze in the Enduro X competition

Takahisa Higashino throws out a double grab backflip

Despite dominating the Speed and Style race, Mike Mason's failure to throw three flips sees him pushed down to silver by Nate Adams

A winter racing arenacross against the men pays off for Vicki Golden in the Women's Moto X

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The debut of Enduro X makes for some hairy moments – but great TV viewing!



Nate Adams underlines his status as the best freestyle rider in the world

## MOTO X SPEED AND STYLE

Speed and Style was probably the most controversial moto event of the weekend. First, in keeping with the 'hall of fame' theme, Carey Hart came out of retirement for the event.

Known more for his marriage to Pink and his tattoo parlours than for moto anymore, Hart is a legit former supercross racer and he was leading in his preliminary round over Jeremy Stenberg when Twitch hit neutral off of the big gap and landed on his feet – hard – on the face of the landing ramp. He broke one ankle and one leg in the fall and Hart moved on to the next round.

Hart then had to face off against his friend Mike Mason who wasn't even originally invited to X. Mason dominated the race. In the same round Nate Adams – who beat Adam Jones in round one – dispatched Ronnie Faisst. So Faisst and Hart faced off in the bronze medal race which Faisst dominated.

But the gold medal race was where the controversy happened. Mason dominated the event from start to finish and pulled two flip variations in the three laps with his third trick being a very big rock solid where he threw the bike completely away from himself in the air and then grabbed back on. Still, despite dominating in speed when they averaged his style in Mason got the silver because Adams threw three flip tricks.

X-Fighters regular Andre Villa

Tarah Gieger, Maria Forsberg and Kacy Martinez fill the Women's Enduro X podium



## WOMEN'S ENDURO X

As fluid as the women's racers looked during the Moto X Racing event the previous day, it all went south with the first attempt ever for a women's class in an Enduro X competition.

Eventual winner Maria Forsberg took the win simply by avoiding falls and even she fell a couple times. But to put it in perspective Tarah Gieger got second and she fell in the first turn and then at least once during almost every lap during the race.

The track was simply too gnarly for women's racers, especially considering none of them had any real experience doing it. On multiple occasions even the men need every bit of upper body strength they have in order to not fall and sometimes they fall anyway. The women just kept falling. In the men's event Ryan Hughes must've fallen 10 times in his two heats and he's known – deservedly or not – for being strong.

All over the internet people were really hard on the girls but the truth is that they need a different course or a couple of years to practice like the men have had. Or both.

## MEN'S ENDURO X

Taddy Blazusiak is the man in Enduro X when he's on two wheels. In his heat race he went down in turn one then fell multiple other times before things finally started to come together for him. And he still finished third. Unfortunately, they only took two racers to the Main Event.

In his LCQ, though, Blazusiak put it together and took the win, then he worked his way past team-mate Mike Brown in the Main for second and, simultaneously, passed Geoff Aaron for the lead when Aaron went down. From there Blazusiak checked out.

When the Polish rider was asked about the course he said "it was fun and I win and that's really great". So there you have it.

Third place went to Justin Soule.

Twitch is a controversial winner of Best Whip before crashing hard in the Speed and Style competition

# GREEN SWEEP!

**MITCH PAYTON'S PRO CIRCUIT TEAM CONTINUE THEIR DOMINATION OF THE 250cc DIVISION WHILE UP IN THE 450s CHAD REED SURVIVES A MONSTER CRASH BUT LOSES HIS SERIES LEAD...**

**A**t the halfway point of the 2011 Lucas Oil/AMA Pro Motocross Championships the Monster Energy/Pro Circuit Kawasaki team is putting in a performance perhaps unmatched in series history, having won every single moto and swept the podium in motos and overalls on numerous occasions.

At RedBud GEICO Powersports Honda's Justin Barcia grabs the first 250 holeshot but falls after a few laps, handing the lead to DNA Shred Stix/Star Racing Yamaha's Ryan Sipes. Sipes, however, comes under fire from Monster Energy/Pro Circuit Kawasaki's Dean Wilson and Blake Baggett almost immediately and it's Baggett who's first to make a pass stick on the leader. Baggett pulls away for the moto victory – his third in a row – over Wilson, Sipes, Kyle Cunningham, Tyla Rattray, Darryn Durham and Broc Tickle.

In moto two Baggett – like the previous week – makes things easier on himself, grabbing the lead from holeshot artist Will Hahn in the first few turns and then taking off with the moto victory over team-mates Wilson and Rattray. Cunningham finishes fourth just in front of the fourth Pro Circuit racer, Tickle.

It's Baggett's fourth moto win in a row and fourth overall win in the first six rounds. "There, I did two in a row!" Baggett says. "I know it's a tall order but it would be cool to just win the rest of these [laugh]..."

In the 450 class Monster Energy Kawasaki's Jake Weimer grabs the first moto holeshot before giving way to JGR/Muscle

Milk/Toyota Yamaha's Davi Millsaps, TwoTwo Motorsports' Chad Reed and Rockstar/Makita Suzuki's Ryan Dungey on the first lap while Weimer's team-mate and points contender Ryan Villopoto goes down hard only a few turns into the race.

"I went down the ski jump and the dirt had been baking where I was riding so it looked solid but it wasn't," Villopoto says. "I landed in it and my wheels just sunk in and I went into a big tank-slapper and went down pretty hard. I'm pretty sore but luckily I'm basically okay."

Villopoto gets up dead last and goes to work and on the 14th of 16 laps he passes Christian Craig for ninth where he finishes out the moto. Out front Reed holds it together for the win over Dungey, Millsaps, Brett Metcalfe, Justin Brayton, Andrew Short, Josh Grant and Mike Alessi while Weimer drops out of the race with a malfunctioning rear brake while running fifth.

Moto two sees Dungey grab the holeshot but Villopoto snatches the lead from him right away and puts in a sprint to begin to pull out a lead which he holds to the finish over Dungey and Reed. Reed takes the overall over Dungey and Villopoto.

"I honestly didn't sign up for this to be a second or a third place guy," Reed says. "I felt that I could win. I have an amazing motorcycle and typically when I'm having fun and I have a good motorcycle, good things happen. I'm not surprised. But in saying that, I'm excited and I'm proud of that, too. I really do honestly consider the two Ryans some of the baddest ♦



Speedy Scot Dean Wilson leads the 250cc chase as his Monster Energy/ Pro Circuit Kawasaki team dominate the division



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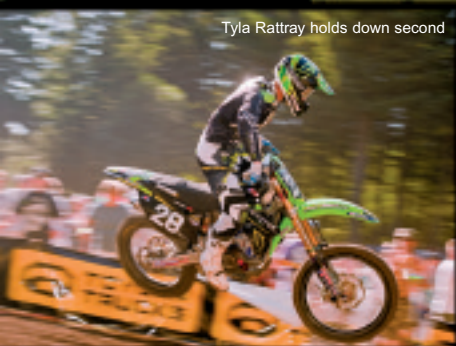
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Chad Reed's lucky to walk away from a huge crash at Millville – he even gets up and finishes the moto



Tyla Rattray holds down second



Lites East SX champ Justin Barcia is finding life a lot tougher outdoors



Bubba's little bro Malcolm rocks some cool retro kit

outdoor riders that I've ever raced against. I put them in the league of Ricky [Carmichael] and James [Stewart]."

Villopoto loses ground and he's not happy about it. "It sucks that I lost some points today," he says, "but sometimes there's not much you can do about it. Now I've had my bad moto and Dungey has had his so it's Chad's turn."

Monster Energy/Pro Circuit Kawasaki's Wilson keeps his team's winning streak going in the opening 250 moto at Millville, taking over the moto one lead only a couple of turns in from holeshot artist Kyle Cunningham. A few laps later Wilson's team-mate Tyla Rattray finds his way into second and gives chase to Wilson. Rattray never falls too far behind but he can't quite do anything with Wilson out front. Wilson takes the moto win over Rattray and team-mate Baggett grabs third just past the halfway point from Cunningham, completing yet another Pro Circuit moto podium sweep.

Cunningham grabs the holeshot again in moto two but this time he holds the lead for the first lap before Rattray finds his way by. Wilson follows him by quickly but simply doesn't have the stamina in the heat and humidity to hang with Rattray. Rattray takes the win and overall with a 2-1 score over

Wilson's 1-2 while Baggett completes another overall podium sweep for the PC team, going 3-3 for third.

"The heat was brutal today," reckons Rattray. "But the next few races are good ones for me so I hope they go as well as today did."

Baggett's 3-3 score is salvaged despite dislocating his left collarbone less than a week ago. "It gets really sort late in the motos and I can hardly hang on," Baggett explains. "I knew it was going to hurt today but hopefully it'll start to feel better."

In the 450 class points leader Reed takes the lead early in moto one over defending champ Dungey while Trey Canard, Mike Alessi, Metcalfe and Villopoto give chase. Dungey pressures Reed for much of the beginning of the race before making a big mistake trying to find a way around Reed in the infamous Millville sand whoops. He nearly goes down but recovers and goes off the track. He's never close enough to Reed to mount any sort of a challenge again.

Reed takes the moto win over Dungey while Villopoto slowly works his way up into third just past the halfway point but he's too far behind the lead duo to even see them. Alessi hangs on for fourth in front of Canard who goes down on lap four but

recovers for fifth place in the moto.

Villopoto snares the holeshot the second go-around but loses the lead momentarily to Reed who immediately loses control and comes away from his bike over a giant jump and is lucky to come away relatively uninjured. Reed gets up last and catches up to 14th in the moto. After switching shocks for a unit his team-mate Jake Weimer helped develop over the weekend off, Villopoto looks much better than in moto one but he never has a chance to breathe as Dungey is on him the entire time. Then, with four laps to go, Dungey makes a move to the inside that appears to startle Villopoto and he goes down.

Dungey takes the moto and overall win over Villopoto and Canard while Reed still maintains the points lead by six with five rounds left to run.

Then comes Washougal...

In the 250 class Baggett grabs another start to lead the first moto but he's passed late in the first lap by Ryan Sipes. Sipes leads for a few laps then fades well outside the top 10. Baggett reassumes the lead and takes off, leading every lap for the rest of the moto while his team-mate Rattray finishes second over Cunningham, Barcia, Wilson and local boy Tommy Weeck.

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Wilson gets the start in the second moto and seems to have the race in the bag but Rattray has other ideas and makes a late run, only to come up about a bikelength short. Wilson gets the moto win over Rattray while Baggett comes from well outside the top 10 for third in the moto but takes the overall. It's Baggett's fifth AIMA National win of the season but Wilson still holds a sizeable lead in the title chase. Through eight rounds, the Monster Energy/Pro Circuit Kawasaki team have won every single moto and every overall.

Villopoto grabs the first 450 holeshot in front of his home crowd over Dungey and Canard while Reed starts near the tail end of the top 20. Reed, still recovering from his massive crash in Millville, never gets that close to the front and finishes seventh in the moto. Out front Villopoto holds

Dungey off for the win over Dungey, Canard, Metcalfe, Short, Brayton, Reed, Hahn, Alessi and Byrne.

Villopoto gets the holeshot again in the second moto and while he's running away with the win, Canard goes down and fractures his femur again causing a red flag. On the restart Dungey gets the start over Villopoto who simply has nothing for him. Dungey goes on to win the moto going away and takes the overall but Villopoto leaves Washougal the 450 points leader for the first time. Dungey sits one point behind him in the championship and Reed is a further seven points back.

"It's nice to have the points lead but there's a lot of racing left," Villopoto says. "I'm going to take some time off and then get back at it for Unadilla in a couple weeks."



Blake Baggett keeps piling on the wins



Will Hahn grabs the holeshot at RedBud but there's a green wave about to crash over him

Defending 450cc champ Ryan Dungey's now just one point off the lead



## SERIES STANDINGS

### 250cc

1	Dean Wilson
2	Tyla Rattray
3	Blake Baggett
4	Kyle Cunningham
5	Eli Tomac
6	Broc Tickle
7	Justin Barcia
8	Gareth Swanepoel
9	Martin Davalos
10	Darryn Durham

### 450cc

1	Ryan Villopoto	341
2	Ryan Dungey	340
3	Chad Reed	332
4	Brett Metcalfe	247
5	Kevin Windham	193
6	Andrew Short	183
7	Mike Alessi	178
8	Davi Millsaps	173
9	Jake Weimer	159
10	Tommy Hahn	140

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# PAY PER VIEW!

**THE X-GAMES MAY BE A GREAT LIVE SPECTACLE BUT IT'S THE  
TV AUDIENCE THAT BRINGS IN THE BUCKS FOR ESPN...**

Words and photo by Steve Cox

**T**he X-Games is a TV show first and foremost. Back in the early days of X, ESPN – the promoter and TV network that runs X-Games – practically gave away tickets to the events in the hope that sponsorship dollars would come in and pay for it all. Well, those sponsors did come and pay for it all. But eventually ESPN started charging for the tickets, too.

Now, this isn't entirely a bad thing. Obviously, it's a money-making venture for ESPN and they have every right to make as much as they can but there's also something to be said for filling the stands with enthusiastic fans. And let's be honest, even when watching at home you want to see that the event you're watching is in demand. If the place is packed it's simply more interesting to tune into.

In 2008 ESPN tried an event called the Navy Moto X World Championships in San Diego, California. There was basically no-one there and the event flopped. I think if they'd have given the tickets away – even completely for free – maybe that event would've taken hold and continued on because

sponsors would've seen the benefit at the event.

A friend of mine told me that like three weeks before X the tickets for the events inside Staples Center were pretty expensive. But by the time I bought them a couple days before the events started they were down to \$20 each and for that price you could get seats in the lower, better seating areas. Wouldn't it make more sense to sell ALL of the tickets for \$5-10 and have the place sold out?

Another interesting thing about ticket sales for X is that they are sold on a 'per event' basis. So, a ticket for Moto X on Friday wouldn't also get you into Skateboard Big Air, for example. This kind of seems like a bad idea, too, until you consider the following – Staples Center holds almost 20,000 people. Well, there's no way you're going to fit 20,000 people around the Big Air ramp outside. If every ticket for Staples was a ticket to every other event it would be a problem. So this actually makes sense.

But using the old power of supply and demand it also makes sense that the tickets for Staples events – to fill 20,000 seats – should be cheaper than

those for other events that might hold, say, just 2,000 people.

It's like how many of the bigger magazines operate today – the price of a subscription doesn't even cover the price to print the magazine for the year for that one person, much less the postage to ship it. However, when you have paid subscribers that's the number that advertisers look at when they justify the ad purchases and prices.

And that's also why the larger mags are having a tough time, because advertisers don't have as much money to spend on print advertising as they used to and because the mags don't make money on their subscriber base, when the ad revenue dries up they've got nothing to fall back on.

It's similar to what Youthstream does with the GPs in that they sell the series to sponsors by promising online and television viewership. However, one way they're very different is that ESPN doesn't charge the athletes but rather pays them pretty well – about \$50K for a gold medal.







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Former champ Adam Raga scores the narrowest of wins in Scotland

# HIGHLAND FLING!

**THE FEET-UP ELITE GET A REET TREAT AS THEY MEET FOR ROUND SIX OF THE TRIAL WORLD CHAMPIONSHIP IN BONNIE SCOTLAND...**

Words by **Sutty** Photos by **Nuno Laranjeira**

**F**ingers, toes, legs n' dreads, I had the lot crossed in the hope that Sir Douglas Lampkin MBE could pull off the improbable and score a 100th world trial round win at the Fort William stop of this year's world championships but alas it was not to be. The Gas Gas star who looks set to sit on 99 wins for the foreseeable future and beyond pulls out all the stops and gives 100 per cent effort but an injured ankle, a lack of time on his trials iron and the wizard-like bike skills of seven super-skilled gods of throttle-control and balance conspire to stop the 12-time world champion from taking win 100.

Despite the no win for Dougie thing a massive crowd brave sky-high fuel prices and a lengthy drive to the head of Loch Linnhe to enjoy a great weekend of trials action that's laid on by the L+M Events crew who it has to be said know how to promote the pants off an event and then pull it off n'all. Those who do make the trip are awarded with a day-long battle on the Sunday between Toni Bou and Adam Raga that rages right up until the last section.

With two laps of 15 sections laid out on the Nevis Range the scrap starts to heat up at section three where the majority of the field – including Bou – fives while only Raga and Albert Cabestany get away for a single dab. From that point forwards the trial comes alive with the

intelligently laid-out and obviously oh-so testing sections claiming ones, threes and fives thick and fast.

At the end of lap one Raga's on 18 (plus one on time) while Bou enters the relatively easy stadium section 15 on 16 marks lost but he fails to reach the end cards and drops a five to end his first tour on 21 (plus one on time). Of the Brits Michael Brown leads the way on 29 (plus two on time), James Dabill is right on his tail with 31 (plus seven on time) while Lampkin's on 41 (plus three on time) with Junior world champ Jack Challoner trailing behind on 47 (plus a whopping nine on time).

As rain starts to fall the already slippery stream bed sections get even more glass-like – not that it seems to be affecting the Spaniards out front. While Raga has an unsteady start to lap two dropping 10 marks by section eight, Bou's much more economical dropping just three marks during the same period to take over the lead in the trial.

But that lead is short-lived as a two in section nine for the Montesa rider and another in 12 squares things up before Raga regains the lead as Bou drops another dab on the 13th hazard. Raga manages to stay feet-up for the remainder of the trial but drops a second mark on time as he clocks in at the finish just three seconds late after five hours of exertion giving him a total for

the day of 30. Bou has plenty of time in hand so if he can stay clean through sections 14 and 15 the win is his – but he doesn't.

A frustrating dab in section 14 sees the win fall into Raga's lap and although Bou cleans section 15 on his final attempt it's too little too late – the Gas Gas star takes victory by the tightest of margins. Nobody else comes close to equalling the two leading Spaniards' scores – Fujigas rounds out the podium with a total of 49 beating Cabestany by a meagre mark after the '02 indoor champ devastatingly fives section 15!

Dabill turns around a difficult first lap into an okay day with a great ride on lap two which sees him secure fifth from Michael Brown. Brownie's second lap score of 43 is nothing short of disappointing as all but two of the 11-rider TWC field better it. Still, at the end of it all the young Brit beats Ossa's Jeroni Fajardo by five to secure sixth spot on the day. Meanwhile Lampkin and Challoner both improve on their second laps to finish eighth and ninth.

The Junior division is won by Pol Tarres (Jordi's nephew) who beats countryman Alfredo Gomez on a most cleans tie-breaker. Jonathan Richardson is best of the Brits in sixth. There's more to cheer about in the Youth class as Jack Sheppard takes a seven-mark win over Frenchman Steven Coquelin to increase his lead in the series from two to nine points.

Fujigas steals third from under the nose of Cabestany

Dougie fails to grab that elusive 100th win

## TRIAL WORLD CHAMPIONSHIP

### RESULTS – ROUND SIX

1	Adam Raga	Gas Gas	30
2	Toni Bou	Montesa	31
3	Takahisa Fujinami	Montesa	49
4	Albert Cabestany	Sherco	50
5	James Dabill	Beta	61
6	Michael Brown	Gas Gas	74
8	Dougie Lampkin	Gas Gas	83
9	Jack Challoner	Beta	94

### SERIES STANDINGS

1 Bou 132 points, 2 Raga 117, 3 Cabestany 99, 4 Fujinami 99, 5 Fajardo 82, 6 Dabill 69...8 Brown 53, 9 Challoner 52...11 Alexz Wigg 24... 13 Lampkin 15

Beaten into second, reigning champ Toni Bou still has a comfortable points cushion

**Eero Remes runs 3-2  
in Romania and holds  
second in E1**



**Mika Ahola sees his series  
lead slashed in Romania**

# UNDER PRESSURE!

**AHOLA SEES HIS CHAMPIONSHIP LEAD HALVED AS  
THE EWC MAKES A MAIDEN STOP IN ROMANIA...**

Words and photos by Jonty Edmunds

**“H**e's halved my championship lead in just two races.” Disappointed and downcast, Enduro 3 world championship leader Mika Ahola

acknowledges the fact that for the second consecutive EWC event he's not had the best of weekends. Placing his bike into the parc ferme at the close of the GP of Romania, round six of the 2011 Enduro World Championship, the long-haired Finn is anything but pleased.

“After Turkey I was more than 40 points ahead, now it's only just over 20. If Christophe keeps on winning and I keep on having off days there's going to be nothing between us at the final round of the series in France.”

And Mika's right. With just four days of racing in this year's EWC series remaining his bid for a fifth consecutive world title is looking like it might also become his toughest. With his championship lead slashed, Honda's enduro superhero is feeling the pressure.

The rider putting him under pressure and who

arguably performs better than just about any other in the EWC's first ever visit to Romania is Gas Gas' Christophe Nambotin. With his E3 championship aspirations seemingly over in Turkey when a mechanical DNF saw him wave goodbye to 25 much-needed points, Christophe's back on top form in Buzau and a double win is his deserved reward.

Not massively faster than countryman Seb Guillaume during the first day's competition, it's on day two that Nambotin proves so strong. Determined to claim a double win he starts the day off winning the opening four tests and pretty much never stops winning. Narrowly beaten just three times throughout the day, his eventual half-minute winning margin leaves championship leader Ahola under no illusion that he's got a fight on his hands.

“The championship is always the biggest prize” but it will be hard for me after what happened in Turkey,” explains Christophe. “I can only do my best now and keep pushing hard. This weekend I felt good, everything went

perfectly. I just need to hope the same happens in Andorra and France.”

Fighting back to claim at least one podium result with second on day two, Mika finds himself off the box on day one. With Nambotin and Guillaume filling the top two spots, US racer Kurt Caselli justifies the long trip from his Californian home by securing third. Claiming the final podium position on day two is Guillaume, some way behind Nambotin and Ahola.

If there's one class in which Finnish riders still rule the results in the EWC it's E1 – for the time being at least. While France has become the new enduro power house, Matti Seistola, Juha Salminen and Eero Remes lock out the E1 podium on day one in Romania with just 12 seconds separating them.

For Seistola it's a great day. Quickly up to speed – which proves decisive come the end of the day – he gets the better of team-mate Salminen and is overjoyed at claiming another win. For Salminen, who enjoys a sizeable championship advantage, second is a result he's



Juha Salminen is sitting pretty in E1

## SERIES STANDINGS

### ENDURO 1

1	Juha Salminen	Husqvarna	286
2	Eero Remes	KTM	240
3	Matti Seistola	Husqvarna	235
4	Rodrig Thain	Honda	207
5	Lorenzo Santolino	KTM	174

### ENDURO 2

1	Antoine Meo	Husqvarna	274
2	Cristobal Guerrero	KTM	225
3	Ivan Cervantes	Gas Gas	214
4	Pela Renet	Husaberg	202
5	Antoine Basset	Yamaha	172

### ENDURO 3

1	Mika Ahola	Honda	274
2	Christophe Nambotin	Gas Gas	251
3	Joakim Ljunggren	Husaberg	218
4	Marko Tarkkala	Husaberg	190
5	Oriol Mena	Husaberg	182

### ENDURO JUNIOR

1	Jeremy Joly	Honda	245
2	Mario Roman	KTM	229
3	Romain Dumontier	Yamaha	198
4	Benoit Fortunato	Yamaha	190
5	Jonathan Manzi	KTM	183

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happy with. Showing good speed at the end of the day, in failing to get going straight away he pays the price and misses out on the win. For Remes, third behind the Husqvarna duo is a little frustrating but the pint-sized KTM racer shows the kind of form that's been lacking from his riding for the past few GPs.

Day two's a disaster for Seistola. Firstly a clutch problem messes things up a little, followed by crashes and below par riding. "I really thought I could win again today," explains the Finn. "That was my goal but things didn't work out well. After the clutch problem and my crash I just rode really badly. I'm really frustrated."

For Salminen day two sees a return to the top of the podium. Made to work hard by Remes, the seven-time champ nevertheless adds another 25 points to his championship tally and has positive words to say about the Romanian event. "Although the days have been long it's been a good event. It's good to see that countries new to the world championship can put on high-level events."

Remes is a little frustrated on day two. Close to Salminen and comfortably ahead of third placed Rodrig Thain, Eero's at least back on the pace and challenging for a win.

A new name graces the top of the Enduro 2 class results for the first time this season in Romania – Pela Renet, the Husaberg factory rider. Desperately unlucky not to have won in Greece where fuel injection issues robbed him of success, in Romania his bike runs sweet as a nut allowing the former MX3 world champ to claim a double class win.

Three riders put their names forward for the E2 class win on day one – Renet, KTM's Cristobal Guerrero and Husky's Antoine Meo. With Meo looking for race wins while well aware that he holds down a sizeable championship lead, Guerrero's simply on a mission to do the best he can as KTM's sole E2 class representative. But despite the efforts of Guerrero and Meo it's Renet who ends the day victorious, 13 seconds up on Guerrero.

With competition arguably closer in Romania

than at any other previous round of the series, Renet holds his nerve on day two to win.

Meo is the rider pushing him hardest but despite the reigning E1 world champion's best efforts there's no stopping Renet. Unable to match the pace of the Frenchmen ahead of him, Guerrero places third.

"Greece was very, very disappointing but winning both days here in Romania is just amazing," offers Renet. "My bike was perfect and I just pushed and pushed. One small mistake on any of the tests and you'd lose 10 seconds but I didn't make any mistakes. I rode well and my bike was great. I hope I can continue these results until the end of the season now."

Giving Husaberg even more reason to celebrate in Romania is the performance of the team's Enduro Junior class rider Mathias Bellino. Fast, aggressive and often upside down, Bellino gets everything right on day one to claim his first win of the series. Placing ahead of class leader Jeremy Joly and yet another Frenchman Romain Dumontier, Mathias even finishes as the day's best performer on the extreme test. Not bad for a rider that usually suffers more than most on rocks and logs.

Dumontier becomes the second French rider in succession to claim his maiden EWC victory as he jumps to the top of the EJ podium by a slender two-second margin on day two. With Spain's Mario Roman improving to second, Joly rounds out the podium while still very much the rider to beat as far as the EJ championship's concerned.



*Cairoli leads Desalle - on the track and in the standings*

# TURNAROUND!

**IT'S ALL CHANGE AT THE TOP OF THE MX1 TITLE CHASE AS TONY CAIROLI FINALLY TAKES CONTROL WHILE CLEMENT DESALLE STRUGGLES WITH INJURY...**

Words by **Sutty** Photos by **Ray Archer**

**M**ost definitely the fastest man on the track in the early part of this year's MX1 championship chase, Clement Desalle's chances of taking the title take a turn for the worse as he dislocates a shoulder one week before the Swedish GP. With the Latvian, German and Belgian GPs all following on from the Swedish round in quick succession the injury costs Desalle dear and after averaging 20.35 points per race pre-injury slips back to a 16.13 average – or to break it down moto by moto goes 8-7, 5-3, 8-8, 2-4.

At the same time as Desalle's injury causes him to slide off the pace, Tony Cairoli starts picking his up. A 5-2 in Sweden followed by 2-2, 1-1, 1-1 results for the remainder of the month give TC an increased average score of 22.75 per moto which equates to a haul worth 53 points more than Clement's. This gives Cairoli a 52-point lead headed into the final four GPs in Loket, Matterley Basin, Gaildorf and Fermo. But it's not all about Desalle and Cairoli...

Steven Frossard won last year's Uddevalla GP in the MX2 class and repeats that feat in MX1 in 2011 with a display of dominance rarely seen this season. Frossard's maximum haul obviously starts a trend though as Bobryshev does the double in Germany before Cairoli catches fire and refuses to lose in either Latvia or Lommel.

While mathematically seven riders still have a

chance of taking the title, realistically it's a three-way fight between Cairoli, Desalle and Frossard. With TC sitting on a GP-sized lead it's his title to lose but anything can still happen, I mean, Loket's up next and we all know how that place has changed things in the past...

LS Motors' Shaun Simpson sits 14th in the points chase after Lommel picking up DNF-16, 11-12, 15-15 and 11-7 results for the month. Is Shaun struggling to find his feet in MX1? I'm not so sure, the MX1 class is stacked with talent and it wouldn't be too surprising to see any of the top 18 stood on the podium at a GP this summer so I reckon he's doing just fine. To further put Woody's performances into perspective Brad Anderson – who is without doubt the dominant force in British motocross right now – wildcards in Germany and runs 16-11 (modified to a 19-11 after being penalised for an excessive noise reading in moto one).

Aside from Ando and Simpson only one other Brit makes his mark in MX1 and that's Tom Church who moves from Buildbase CCM to HM Plant Red Bull KTM UK and makes his GP debut in Lommel. A hard fought 17th in race one is followed by a DNF in race two as crash damage causes fuel to spill from the ex-Graeme Irwin 350. TC'll be back for more in Loket and will be found plugging away for the rest of the GP season – welcome back to the big show Thomas.

In MX2 Ken Roczen just keeps on

>>



Frossard's flying in MX1



Ken Roczen's gapping the MX2 field



Everts, Cairoli and De Carli



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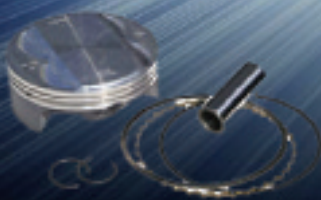
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keeping on and extends his lead over team-mate Jeffery Herlings from six to 21 points in the last four GPs. Maximums in Sweden and Latvia sandwich another overall win – this time with a 1-3 – at his home GP in Teutschenthal which leads us to Lommel where a 2-2 behind sandmaster Herlings is as good as anyone could hope for when lining up against the Dutch teenager in the soft stuff.

Herlings' run of 3-2, 2-4, 3-2 and 1-1 results see him pull way clear of third-placed Tommy Searle in the championship chase. Tommy's month starts badly with a first moto DNF in Sweden which is followed by a fourth then 3-2, 2-3 and 6-6 scorecards. Not bad but bad enough to see him slip from 33 points behind Roczen to 90! Now almost two GPs in arrears the chances of Tommy being world champion are slim but he's nowhere near ready to give up just yet.

Behind the two leading factory KTMs the highest scorer this month is actually Gautier Paulin who still gets 50 less than Roczen and 40

less than Herlings. The highlight of the year for the former world BMX champ comes in Germany where he wins an intense second moto battle to the flag and snatches the runner-up spot overall but after that he seems to slip off the boil with more mediocre finishes in Latvia and Belgium.

Although some distance behind Paulin in fourth, the Bike It Cosworth Wild Wolf Yamaha pairing of Zach Osborne and Arnaud Tonus currently share fifth in the series standings. Of course, now done for the year after his Foxhill crash Osborne's gonna slip back down the standings but the Swiss whizz kid is still in with a shot of taking the #5 plate into 2012.

But just 10 points behind Arnaud after a very good showing in the Lommel sand, Max Anstie is coming strong and could be a force to be reckoned with in the final four GPs. Max's run of 4-5, 18-10, 5-4 and 4-4 show he's finally starting to figure out the GPs in his rookie season and if he keeps on keeping on could potentially make his maiden visit to the podium as the series

winds down – Matterley would be nice but anywhere will do.

Another Brit who just keeps getting better this year is The Reverend Jake Nicholls who after missing the first four GPs of the season is up to 12th in the series standings – one position higher than last year when he missed no GPs at all. Aside from a race two DNF in Sweden caused by rogue electrics, JN's worst score this month is an 11th and even with the no-score included he averages 10.75 points per moto.

In theory, if he'd started the year along with everyone else and scored points so freely he'd be ninth in the series right now and knocking on the back door of the top eight! Not bad for a rich kid, eh?

Jake's team-mate Jordan Booker is starting to shine too and he scores his first ever GP point in race two at Germany and adds another three to the chart in Kegums' second moto n'all in his rookie world championship season for Roger Magee's team.



The highlight of the month for Paulin is a race two win in Germany

Tommy Searle's chances of the 2011 world title are rapidly fading



Below: Herlings is a safe second in MX2  
Below right: Bobryshev's fourth in MX1



## SERIES STANDINGS

### MX1

1	Antonio Cairoli	Red Bull KTM	466
2	Clement Desalle	Rockstar Energy Suzuki	414
3	Steven Frossard	Yamaha Monster Energy	403
4	Evgeny Bobryshev	Honda World Motocross	369
5	Max Nagl	Red Bull KTM	349
6	Rui Goncalves	Honda World Motocross	309
7	David Philippaerts	Yamaha Monster Energy	308
8	Ken De Dycker	LS Motors Honda	250
9	Xavier Boog	Kawasaki Racing Team	235
10	Jon Barragan	Kawasaki Racing Team	233
14	Shaun Simpson	LS Motors Honda	149
22	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	26
30	Brad Anderson	PAR Honda	12
33	Martin Barr	Boost Energy KTM	8
38	Tom Church	HM Plant Red Bull KTM UK	4

### MX2

1	Ken Roczen	Red Bull Teka KTM	490
2	Jeffrey Herlings	Red Bull Teka KTM	469
3	Tommy Searle	Monster Energy CLS Kawasaki	400
4	Gautier Paulin	Yamaha Monster Energy	373
5	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	295
6	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	295
7	Max Anstie	Monster Energy CLS Kawasaki	285
8	Harri Kullas	Monster Yamaha Garibaldi	249
9	Nico Aubin	HDI KTM	207
10	Joel Roelants	HM Racing KTM	180
12	Jake Nicholls	HM Plant Red Bull KTM UK	139
29	Elliott Banks-Browne	DB Racing Honda	17
42	Jordan Booker	HM Plant Red Bull KTM UK	4

# LAST ORDERS!

**THE SECOND SEASON OF BSEC ACTION WRAPS UP IN WALES WHERE TOM SAGAR CLAIMS THE ELITE CROWN...**

Photos by Nuno Laranjeira

**R**eturning to Wales – the starting point for this year's series – the final two rounds of the 2011 Husqvarna ACU British Sprint Enduro Championship rock up at the Berwyn Leisure Park facility in deepest Clwyd. And with titles still to be decided there's everything to play for as far as a number of the series' top performers are concerned.

The big one – the Elite class – sees two riders stand above all others as favourites to secure the crown and it's not long before Tom Sagar establishes himself as the rider most likely to win. Loving the true cross-country nature of the farmland tracks and trails, Sagar soon establishes himself at the top of the results – a position he's not keen to relinquish.

But as well as Tom's impressive pace it's the performances of two of the Under 23 class riders – Jonny Walker and Danny McCanney – that's getting tongues wagging.

Winning the opening three laps, Sagar doesn't look like doing anything other than finishing on top. And despite the best efforts of his closest championship challenger, Greg Evans, he's a riding a level above all others. "I feel great," admits Tom midway through the day. "The track really suits my riding and I'm enjoying it. I'm not having to work hard to set good times and although the championship's at stake I don't feel too nervous."

If Tom's feeling the pressure he's not showing it as during the remaining five laps he never finishes lower than second. Going on to claim a 42-second winning advantage at the top of the Elite class, Tom takes a very big and very important step towards netting his first sprint enduro crown. And in topping the Elite class on day two – despite a last lap fall that costs him the overall – he replaces Knighter as the BSEC king. And boy is he happy about it.

"It's been my first year in the BSEC series and it's been great," grins Tom. "Obviously, when Knighter announced he wouldn't be finishing the series I realised I could win. It's not been easy as Greg and other riders have been pushing hard. But now the championship's finished and the title's mine

it's a great feeling."

Despite starting the final two rounds with a chance of championship victory Greg Evans has to settle for the runner-up spot in the Elite series having failed to perform at his best. Daryl Bolter rounds out the top three to make it a KTM clean sweep.

Already crowned Under 23 class champion, Danny McCanney has a mixed weekend. Wanting to end the series with a strong set of results, he's not the best-placed U23 rider at the end of day one. That accolade goes to Jonny Walker, fresh from his podium finish at Erzberg. Although not quite able to match Sagar's blistering pace, Jonny has the beating of all other Elite class riders as he places 30 seconds ahead of McCanney.

Seventh overall on day two isn't what Jonny was hoping for but a big get-off in the extreme section of the track sees him lose close to one minute. By contrast Danny has a much, much better day – arguably his best of the series. Claiming the overall win to bring his participation in the series to a glorious conclusion, the Manx youngster's as reserved and modest about his performances as ever.

"It's great to end the series with an overall win, especially having already won the Under 23 championship again. Tom's fall on the last test pretty much handed me the win but I had a good day with no mistakes."

Amazingly, there's a number of Under 19 class riders placed within the overall top 12 on both days with Jamie McCanney, Danny's younger brother, leading the charge. On day one he's comfortably ahead of his closest challenger Jack Rowland with the pair claiming solid ninth and 10th place overall results. Right behind them is Irishman Jordan Scott in 11th.

Day two sees Jamie and Jordan battle it out for the win with their scrap coming down to the final test. With just seconds to separate the duo after close to one hour of racing a mistake by Jordan sees his challenge ended and victory – and the Under 19 championship – go to Jamie.



Mark Roberts guns his Kawasaki to seventh overall in the Elite class standings

## FINAL SERIES STANDINGS

### ELITE

1	Tom Sagar	KTM	148
2	Greg Evans	KTM	133
3	Daryl Bolter	KTM	117
4	David Knight	KTM	115
5	Paul Edmondson	KTM	98
6	Sj Wakely	Husaberg	93
7	Mark Roberts	Kawasaki	65
8	Gavin Houson	Husaberg	54
9	Lee Edmondson	KTM	53
10	Jamie Lewis	KTM	43

### EXPERT

1	Wyn Hughes	Husqvarna	140
2	Oliver Hart	KTM	140
3	Tyson Maytom-Jones	Husaberg	133
4	Steve Hunt	KTM	99
5	Richard Ely	Husaberg	98

### UNDER 19

1	Jamie McCanney	KTM	149
2	Ben Burrell	KTM	148
3	Jordan Scott	TM	114
4	Steve Holcombe	KTM	106
5	Joe Jones	KTM	102

### UNDER 23

1	Danny McCanney	Gas Gas	160
2	Alex Rockwell	Husaberg	135
3	Jonny Walker	KTM	119
4	Ashley Wood	KTM	94
5	Lewis Belfield	KTM	84

### CLUBMAN

1	Paul Davies	KTM	130
2	Daniel Alldred	Honda	89
3	Mark Houson	KTM	80
4	Darren Morgan	Husqvarna	75
5	Alastair Millar	KTM	75

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# CHAMP CHAT!

## WE CATCH UP WITH ELITE KING TOM SAGAR

This year the Husqvarna ACU British Sprint Enduro Championship dished out some great racing and some surprise results. It seemed defending champ David Knight was on course for BSEC title #2 until injury came knocking. Stepping up to the plate was the only rider to have wrestled a win away from the mighty Manxman before his early departure from the series – Tom Sagar...

**DBR:** Congratulations Tom – British Sprint Enduro Champion 2011!

**TS:** "Thanks, I'm really chuffed to have won. Obviously, when David withdrew from the championship it opened it up for everyone else to have a go so I'm made up to have got the job done. It means a lot not just to me but my team, sponsors and everyone who's stood by us."

**DBR:** Although you had a comfortable points cushion leading into the final rounds of the championship you still went out and rode to win. Was that always the plan?

**TS:** "I decided right from the start of the weekend to go for it. After walking the course I knew it was going to suit me so I just put my head down and attacked every test."

**DBR:** This year's seen a change of machinery within the Fast Eddy Racing team and a return to KTM's 450EXC – a bike that brought you a lot of success early on in your career. Were you excited about that change and did you expect to be so competitive early on?

**TS:** "It's always good to return to something that worked so well. After getting back on KTM I'm beginning to feel that sort of confidence I had in myself during 2007 with Julian Stevens and D3 Racing. We've got a good set-up here within the team that makes everything so much easier. I know there are areas I need to keep improving on such as my motocross skills but with the way everything was falling into place coming into the season I was always aiming for the win. I feel like I'm on top of my game for a while now and I'm more than just a top 10 guy. Winning is always the goal."

**DBR:** You really hit the ground running at the opening round of the BSEC series in Wales. Winning the second day ahead of Knight surprised everyone but did it surprise you?

**TS:** "I think along with winning the championship, beating David in those conditions was also a major highlight of the year. To be fair the win came as a shock to me too. At the time I never really expected it but looking back it was probably the best spot to do it. Conditions like that with deep mud and ruts have always suited me. The technical and snotty traditional enduro going is what I feel I'm best at and enjoy the most. From the off I focused on what I was doing and didn't worry too much about anyone else. Luckily David made some mistakes and the win came my way."

**DBR:** Was there a turning point in the championship when you began to feel in contention for title honours?

**TS:** "Following the opening rounds I had my worst result of the year at Monmouth. I really struggled with that one – nothing seemed to work. We worked on set-up all weekend trying to improve things but I couldn't seem to get it together there. It was frustrating to say the least so between there and the next round at Rogershill Raceway we tested some more and things began to turn around."

"I bagged a good result there even though I'm not that strong on the motocross stuff. I was happy with that and I was back on the pace. Obviously we knew then that David was dropping out so the championship was up for grabs. From there I felt this had to be my best shot at nailing the title so I knuckled down and focused on getting the job done."

**DBR:** David's departure seemed to act like a big wake-up call for a lot of guys. Were you expecting others to sniff a shot at the title and step things up?

**TS:** "Definitely. The competition got tough. At rounds seven and eight at Adstone it was really close, there was nothing in it between myself and Greg [Evans] all day. Unfortunately, he pipped me to the win in the final test. He rode well but I partly blame myself for letting it happen. I start off really strong in the morning but after the lunch break I'm losing it a bit and struggling to get

back into the swing of it again. I think that's how I let that one slip away. I'm trying to fix it with a bit of cycling during lunch to keep me moving."

**DBR:** Given that this is your first year competing in the BSEC what are your overall impressions on it?

**TS:** "It's been really good – better than I expected to be honest."

The tracks have been mega with each round different than the other. I really enjoyed the final round most. I think it suited it me best.

The series is definitely a good addition to the sport and you can see that in the younger riders out there coming through. It's bringing them on – you can see that their speed is right there. Riders like the McCanney brothers, Alex Rockwell and Jordan Scott, they're fast at this stuff so we'll see if they can transfer it across.

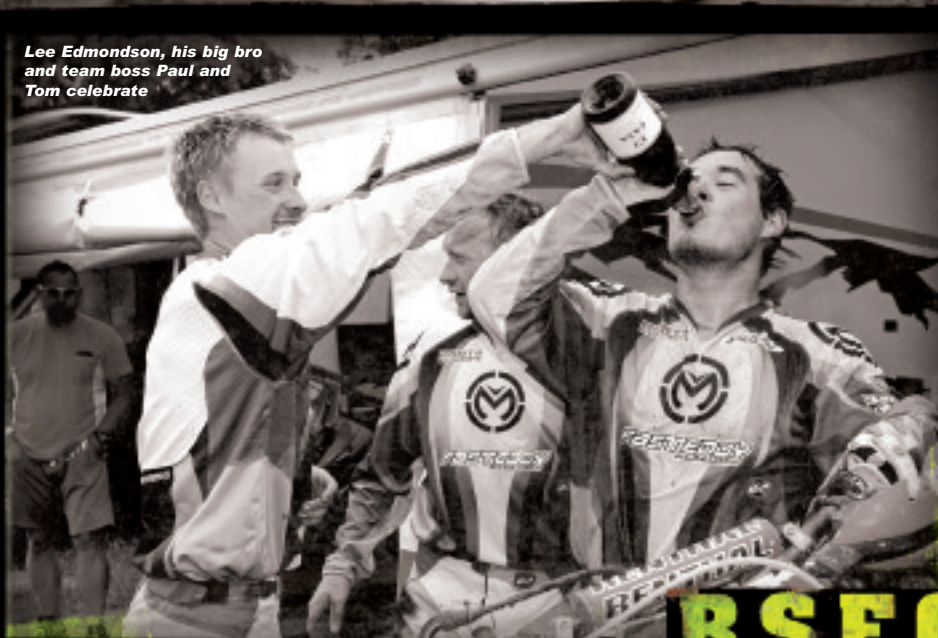
"Enduro is different...tougher. You can't just be fast, you need to mix it with a long day in the saddle. Some days you need to dig deep and tough things out but that comes with experience. It's good though, it shows there is talent coming through."

**DBR:** With one British championship wrapped up surely now you've got your sights set on BEC title number three? And in the David Knight era that's a rare feat...

**TS:** "Yeah, it's got to be done. That's my focus, it's not crossed my mind to do otherwise. I know it won't be easy and it'll be a tough fight but with David not in the picture at the minute the championship is there for the taking and I'll be pushing hard to get it. I've got two titles to my name, it'd be sweet to make it three."



Lee Edmondson, his big bro and team boss Paul and Tom celebrate



# BSEC

# FOXY-TURVY!

**ANDO HAS A BAD 'UN BUT STILL COMES UP SMELLING OF ROSES, SWORDY, ZACH AND WHATLEY CRASH OUT AND MARTY BARR TAKES A MAIDEN MAXXIS WIN FOR THE BOOST ENERGY KTM SQUAD – IT'S ALL HAPPENING AT FOXHILL...**

Words and photos by Suttly

**B**rad Anderson might claim that the sixth round of the Maxxis series at Foxhill Moto Park is a "bit of a nightmare" as he only manages a 2-4-6 on the PAR Honda but when you consider he more than doubles his MX1 championship lead from 32 points to 67 you have to think hang on a minute, that ain't actually all that bad.

It's a pretty crazy day all round for the 450 class runners on the slippery slopes of the Swindon super-venue as Swordy wins the opener then hurts himself while Kristian Whatley suffers similar luck running 3-DNF-DNS on the Samsung Yamaha.

With Whatley and Sword out and Anderson having some shifty luck with mechanical issues and fallen riders the path's clear for Boost Energy KTM's Martin Barr to take the first ever overall win for Steve Turner's team as he runs 10-1-1 on the Austrian 350. Ando takes the second step on the podium while KTM UK debutante Tom Church takes third overall with a 4-6-3 – he'd have been second n'all if the start gate hadn't have had him off in race two as it bounces back up and sucks in the 350's back wheel!

It's such a topsy-turvy day in fact that second through sixth are only separated by five points with Lanes Kawasaki's Alex Snow, Nathan Parker – debuting the 2012 KTM 450 – and last race runner-up

'Bert' Krestinov all just missing out on the podium. Better luck in Scotland boys...

On the subject of the next round Elliott Banks-Browne is gonna have to ride an absolute blinder if he's gonna stop Arnaud Tonus from wrapping up the MX2 title prematurely. Undoubtedly helped out by Zach Osborne hitting eject in race two and sitting out the rest of the day, Arnaud runs 6-1-1 to increase his lead in the series to 64 points over Banks-Browne and 72 over his team-mate who's now out for the season.

EBB's definitely best of the rest at Foxhill and his 2-2-3 gives him a well deserved second overall ahead of Jake Nicholls who struggles with the hardpack after racing in sand at the Everts and Friends charity event the Thursday before Foxhill. A 3-3-2 is still a pretty solid result for the HM Plant Red Bull KTM UK team-leader and moves him up to seventh in the series standings behind MVR-D's Mattis Karro who scores sixth in Swindon. Sandwiched between Nicholls and Karro are 'Irn Bry' MacKenzie whose 4-5-6 beats super-privateer Nev Bradshaw's 9-4-4 by a meagre point after three hard fought motos.

Duns in Scotland is set to host round seven on August 14 where it's likely that at least one of the titles will be secured but no matter what you can guarantee it's gonna be an exciting day of racing as the MX1 division welcomes back the wildest of wildcards – 2008 champ Billy Mac!

## SERIES STANDINGS

### MX1

1	Brad Anderson	PAR Honda	378
2	Kristian Whatley	Samsung Yamaha	311
3	Martin Barr	Boost Energy KTM	308
4	Gert Krestinov	LPE Kawasaki	238
5	Tom Church	HM Plant Red Bull KTM UK	236
6	Alex Snow	Lanes Kawasaki	230
7	Stephen Sword	Buildbase CCM	222
8	Nathan Parker	Boost Energy KTM	220
9	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	194
10	Gordon Crockard	Relentless Suzuki by TAS	156

### MX2

1	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	395
2	Elliott Banks-Browne	DB Racing Honda	331
3	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	323
4	Mel Pocock	Relentless Suzuki by TAS	256
5	Bryan MacKenzie	LPE Kawasaki	230
6	Mattis Karro	MVR-D Honda	192
7	Jake Nicholls	HM Plant Red Bull KTM UK	185
8	Ray Rowson	Samsung Yamaha	175
9	Stuart Edmonds	Electraction TM UK	159
10	Steven Clarke	Hooper Maxxis Suzuki	154



EBB leads the MX2 charge into the first turn



Marty Barr has a blinder at Foxhill and is rewarded with a debut overall win for Steve Turner's Boost Energy KTM team



With team-mate Zach Osborne out for the season Arnaud Tonus is looking a good bet for the MX2 title

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First race, first corner  
craziness with Martin Barr (#50)  
grabbing the holeshot from  
Scuba Steve Clarke (#511)

# FULL HOUSE!

IT'S STANDING ROOM ONLY AT CANADA HEIGHTS WHERE A HUGE CROWD TURN OUT TO SEE ANDO AND EBB DO THE BUSINESS...

Words by Sean Lawless Photos by Ian Roxburgh

**B**lazing sun, scorching racing and a huge crowd – round four of the Red Bull Pro Nationals rocks up at Canada Heights and draws up a new blueprint for how motocross in this country should look.

Without doubt one of the country's finest tracks, its dramatic lay-out, major elevation changes and prime location a stone's throw from the Big Smoke make it a consistent crowd favourite but for the final weekend in July the Kentish track is busier than it's been in years.

Of course, the weather's a big, big plus but a heavy pre-race publicity campaign coupled with a real family-friendly feel ensures that mixing with the MX diehards there's a serious injection of dirt bike virgins who've simply come along for a day out – and to see Roary the Racing Car who's making a guest appearance in the new KidZone!

Personally, I'm not a big fan of Roary – when it comes to comedy cars I prefer the innocent realism of Brum – but you can't help but be a fan of Brad Anderson. Motocross for me is all about a cocktail of balls, determination and flat-out speed and they're all qualities the PAR Honda man is dripping in.

With three from three overall decisions coming into Canada Heights, the North Easterner with forearms that put Popeye to shame still has a point to prove after suffering his first race defeat at the hands of Boost Energy KTM's Martin Barr in the opening race of the previous round at Whitby. And when Marty holeshots the first Pro MX1/MX2 moto with Maxis Apico Suzuki's Stephen Clarke hot on his heels it looks like Brad has his work cut out.

But within a lap Brad's up to second and two laps later he's at the front and in complete control. Marty, who's found some seriously good form on the 350, is looking safe in second until just after half-distance when it becomes clear

he's got bike problems and starts to slip back.

The Red Bull Pro Nationals format chucks MX1 and MX2 riders in together with the two classes scored separately which makes for some great heroics from the out-gunned – but rarely out-classed – 250F pilots. Pro MX2 series leader Elliott Banks-Browne aboard the DB Racing Honda has a perfect six class wins from six starts and he extends that to seven from seven when he follows Brad home in second.

With the team #1 fading back with a sick bike, Boost Energy KTM's Nez Parker rises to the occasion and brings his three-fiddy home a solid third before a trio of 250cc riders – Mel Pocock, Bryan MacKenzie and Neville Bradshaw – prove it's not all about ponies as they fill the next three spaces. Josh Waterman slots the 450cc TAS Suzuki into seventh in a cracking debut ride for the team ahead of Dubliner Stuey Edmonds on the 250cc Electrraction TM and the MX1 pairing of Alex Snow and Gordon Crockard who round out the top 10.

Race two is a Brad benefit and he leads every lap on his way to a controlled nine-second win from Barr while former MX2 champ Neville Bradshaw finally manages to end EBB's 100 per cent record by snatching third from him after the pair trade passes for much of the frenetically-paced moto. LPE Kawasaki's Gert Krestinov takes fifth ahead of Snow and Parker with Pocock eighth chased by Crockard and MacKenzie.

So with the 2011 series just past the halfway mark MX1 sees Ando sitting on a comfortable 56-point lead from Marty with Krestinov a further 20 points in arrears. Down in MX2 the man to beat is EBB with a 29-point lead over Relentless Suzuki by TAS rider Pocock with Irn Bry a distant third, 66 points off the lead pace.

The hot and dusty conditions combined with the super-tough Canada Heights track make for a real test of endurance that's hard enough for the Pros who face a pair of 25-minute plus

two lap races. The Fuchs-Silkolene 2 Stroke British championship men have shorter 20-minute plus one lap races although they have one extra to deal with. And with two separate two-stroke divisions – Open and 125 – that's six motos of pre-mix goodness to soak up which is great for the crowd but not so great for anyone attempting to race both.

Step forward Electrraction TM rider Stuart Edmonds! And not only is the Dubliner contesting both Open and 125cc two-stroke classes, he also goes in the MX2 division in the Pro classes as well which means eight motos over the weekend – that's three on Saturday and a strength-sapping five on Sunday.

A solid eighth in the opening Pro race, Stuey 162ey DNFs second time out after four laps – but it's in the two-stroke races that he really shines. On the quarter-litre TM he runs 1-1-1 on the Saturday to close to within 12 points of Open Expert series leader Matt Moffat who goes 2-2-2, then backs it up with a 2-1-1 on the 125cc TM as a wildcard on Sunday. Some of our older readers may just be able to remember a guy called David Willet who earned the nickname 'Ironman' for racing both classes – after Canada Heights we reckon Stu's taken it to the next level.

Expert 125cc points leader Jon Pettitt is suffering from a stomach bug but his 13-7-3 is still good enough to maintain a 29-point lead over race one winner Luke Remmer who ends the day third behind Ryan Houghton.

The Open Juniors sees series leader Jason Martin card 2-1-2 to extend his advantage over Simon Booth and Tim Burrows while in the 125cc Junior division Jamie Houghton is pushed off the podium for the first time this season but remains 21 points clear of second-placed Thomas Kirk who also fails to make it onto the box for the first time in 2011. Instead the win goes to Christian Lyth – who also runs 1-DNF-1 in the Open Juniors – from Jake Fry and 14-year-old Chubby Hammond.

# LATE BLOOMER!

SIMMONS SAYS...

Knocking on the door of the Red Bull Pro Nationals MX1 top 10, 24-year-old Sam Simmons is a relatively late arrival on the national scene but the #700 rider isn't about to let that get in the way of his racing ambitions.

"I started riding late at the age of 13 but I've put so much effort in to keep improving," says Sam. "When I started riding I never dreamed of getting anywhere, I just enjoyed riding my bike. But I always wanted to ride the big tracks so I started entering nationals and just started improving – now I'm doing British champs and Red Bull Pros and getting great results like 10ths. I can't believe it!"

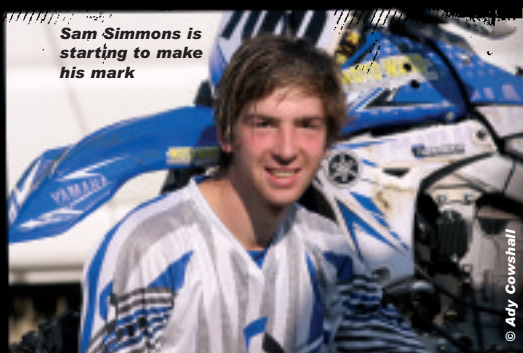
"So now the goal is to work harder than ever and try and take myself to the next level."

Sam, from Dorking in Surrey, runs his own workshop based out of the Motoward Yamaha shop doing maintenance and repairs but specialising in suspension tuning. He's sponsored by Motoward and also receives help from Maxxis, Acerbis, Scott, Dirty Devil, DEP, Rock Oil, DID, Vesrah and Rip n' Roll.

"I spend my winters training in Zambia and Zimbabwe with Dale Holliday which has helped massively and I train in Wallington with Paul Stevens in his boxing gym – he's mental and pushes me to be one of the fittest on the track."



Elliott Banks-Browne gets the overall in MX2 but loses his 100 per cent win record to Nev Bradshaw (#272)



Sam Simmons is starting to make his mark

© Ady Cowshall

There's no catching Big Bad Brad at Canada Heights



## SERIES STANDINGS

### RED BULL PRO NATIONALS

#### MX1

1	Brad Anderson	197
2	Martin Barr	141
3	Gert Krestinov	121
4	Nathan Parker	117
5	Stephen Sword	112
6	Kristian Whatley	103
7	Gordon Crockard	100
8	Shaun Simpson	84
9	Alex Snow	83
10	Jamie Law	73

#### MX2

1	Elliott Banks-Browne	197
2	Mel Pocock	168
3	Bryan MacKenzie	131
4	Neville Bradshaw	113
5	Stuart Edmonds	108
6	John Phillips	84
7	Steve Clarke	77
8	Matt Moffat	72
9	Connor Walkley	74
10	Ray Rowson	66

### FUCHS SILKOLENE 2S

#### 125cc EXPERT

1	Jon Pettitt	253
2	Luke Remmer	224
3	Nathan Rooks	204
4	Jim Davies	199
5	Danny Tollet	188

#### OPEN EXPERT

1	Matt Moffat	280
2	Stuart Edmonds	268
3	Carlton Husband	203
4	Jim Davies	194
5	Matt Burrows	177

#### 125cc JUNIOR

1	Jamie Houghton	249
2	Thomas Kirk	228
3	Jake Fry	210
4	Christian Lyth	204
5	Callum Sloman	187

#### OPEN JUNIOR

1	Jason Martin	257
2	Simon Booth	190
3	Christian Lyth	186
4	Tim Burrows	161
5	Tom Bright	122



Former champ Bradshaw finally gets his ass on top of the box



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Archie Osmaston and Harry Winchman have a friendly chat...



Nathan Dixon (#360) and Declan Whittle (#411) slug it out for the BW holeshot

# BIG HITTERS!

## CAMBRIDGE JSC

WEBSITE: [WWW.CJSC.ORG.UK](http://WWW.CJSC.ORG.UK) MOBILE: 07748 184 228 EMAIL: [CJSC@MXMOTO.CO.UK](mailto:CJSC@MXMOTO.CO.UK)

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**W**ith a massive 435 members last year and – in what are far more challenging economic times – 287 registered riders on the books this term, Cambridge JSC are without doubt one of the true clubland giants.

As a progressive outfit they float around the country racing at quality circuits – including Mildenhall, Finningley, FatCat, Culham, Wakes Colne and Chippenham – and anyone who witnessed their organisation of the ACU National events at Mepal in 2010 and at Finningley this year will also be well aware of the club's skill, passion and dedication.

Great paddock atmosphere is also a

key ingredient for CJSC and that has been abundantly clear at past end-of-season team events and more recently at the Culham two-dayer that Rage popped in for in July. Don't just take my word for it however – here are a couple of glowing testimonials...

*"Great fun at the weekend had by all of us and thought the trophies were fab so thank you!" – Tracey Keogh*

*"We would just like to say a big thank you to everyone who helped us this weekend and also what a really nice club CJSC is – we'll definitely be enjoying many more meetings with you." – David and Trina Lilburn*

Kevin Hearn is the passionate and extremely hard-working CJSC Chairman and Rage asked him about the new transponder system. "We introduced them last year for the GP-Pro Series as a trial and it all went off really well. With the costs of outright purchase prohibitive for some riders I worked with HSS Sports over the winter to get a hire arrangement in place. We have now incorporated that into the entry fee and it's proving a great success!

"I have a superb committee in Jayne Edey, Simon Mountford and Steve Collier and a great Clerk of the Course in Barry Cooper. Our transponder team, lap scorers and front desk are all fully committed too. However, like so many other clubs we struggle to get the extra



...before going bar-to-bar on the track!



Keelan Southwood



The apprentice transponder girls!



Julia and Gemma help keep things running smoothly



Ben Cole and Declan Whittle



Corie Southwood scrubs up well!



Jack Scott (#555), Chris Mills (#7) and Josh Greedy (#33) get the power down



Start practice for Tyler Holland

practical hands-on support. We have a non-compulsory marshalling scheme and that leaves a lot of hard work for the willing few.

"For the future of the sport – especially at club level – we really do need enthusiastic new blood coming in. I love this sport that I have been in for 30 years and I know ways of making it work – but we really do need everyone across all the codes pulling in more or less the same direction. Definitely we need more co-operation – the sport is suffering at the moment and we need to get around a table to sort it all out.

CJSC is calling for a national forum between ACU, BSMA, MCF, track owners, club chairmen, press, team owners etc in order to brainstorm

for youth motocross. Youth is our future and we need to secure it!"

Heart-on-the-sleeve stuff there but similar comments are being voiced up and down the land. Kevin is equally passionate on the subject of the team event when we asked him how important he feels it is that the club championship results decide the selection for the end-of-season team competition?

"Very important! CJSC try to push the sport forward and in the last two years we have finished as runners up but we consider those results to be moral wins. We compete on a true club selection basis and not a hand-picked artificial select team put together solely for the weekend. We have numerous

national riders who might not be able to attend all club meetings but we always pick the top four from the championship. They might not necessarily be the very best but this gives a clear qualifying criteria and breeds true and absolutely fair club loyalty."

Again, more heartfelt words from a man whose passion for youth MX is clear to see.

The meeting at Culham got off to a dreadful start with a horrible and unfortunate broken leg for adult rider James Barney. As a result and following a long delay CJSC had to work their magic in order to get the two-day back on track. I have to say they managed this in impressive style and the highest praise possible is fully deserved.

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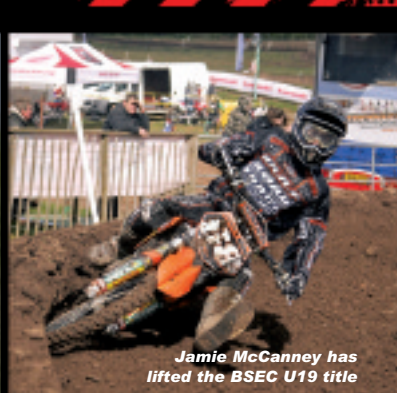




Super Sid's in the hunt for the SW85 title



Jordan Divall will be pulling out all the stops in Scotland



Jamie McCanney has lifted the BSEC U19 title

## MX Y2

### SERIES STANDINGS

1	Ryan Houghton	158
2	Jordan Divall	147
3	Adam Sterry	131
4	James Dunn	130
5	Jake Millward	122
6	Mark Perfect	107



Ryan Houghton's in pole position with just the Duns round to run...

## MR CONSISTENT

### SID KEEPS PILING ON THE POINTS

With only one point separating the top two in the Small Wheel class of the Red Bull Elite Youth Cup it's all to play for as Jay Hague and Sid Evans battle it out for overall honours.

Jay leads the way at the moment but there's nothing to separate these two riders. Hague has certainly been benefiting from the wisdom of his mentor Brad Anderson and keeps getting stronger and stronger. Evans on the other hand – who looked set to be with the Twisted 7 team – decided that he wanted to go it alone and currently this doesn't seem to be doing him any harm at all.

Sid has never been out of the top three overall at each of the rounds so far and has been putting in some stellar performances. With six wins out of 15 races he has the highest win rate so far but at rounds one and three he's had bogey races that have cost him dearly in the points race. Sid is a man on form at the moment and is certainly one of three main contenders for the title along with Jay Hague and Jordon Eccles.

## FACTFILE

### SID EVANS

Age: 13

Hometown: Hockley

Bike: KTM 85cc

Years riding: Six

Favourite tracks: Foxhill and Honda Park, Belgium

MX hero: Ricky Carmichael

Best MX moment: Winning Masterkids 2009

Worst MX moment: Breaking my leg at Cusseyes Gorse

Likes: Perfect tracks

Dislikes: Rain and homework

Favourite film: Dumb and Dumber

Favourite TV: Fantasy Factory

Music: The Prodigy

Food: Pasta

Drink: ASDA exotic juice

Hobbies: BMX and scooters at the skate park



## TROPHY TALK

### DUNS DUSTDOWN FOR MX Y2 TITLE-CHASERS!

With the curtains almost beginning to close on the 2011 championship season the winners are now coming into sight – and in one case a title's already been decided, going the way of Jamie McCanney.

A couple of months back we outlined the young Manxman's magnificent efforts in this year's U19 British Sprint Enduro Championship. At the time he was in second place overall but in need of a minor miracle if he were to elbow Aussie wonder kid Ben Burrell out of the way. We stated it would take something quite calamitous for Burrell to lose the title and incredibly calamity did strike when immigration officials refused Burrell entry back into the country for the final weekend of racing.

McCanney, never one to miss an opportunity, duly put his pedal to the metal with gutsy winning performances on both days. At the close of play with the two worst rounds dumped it was bite your nails time as the officials totted up the numbers – and the verdict was that it was McCanney's title by one single point! Great stuff Jamie.

The second set of this year's silverware will be fully sorted at Duns on August 14 when the ACU MX Y2 champion gets his crown. The series has been a real season-long roller coaster ride – a classic up and downer with a different overall winner at each of the four rounds so far. There have been injuries and mechanical failures galore – Jake Shipton and Brad Pocock bagged a race win each at the Canada Heights opener before injuries wrecked both their seasons and Jordan Divall had to carry a serious niggle at the Desertmartin round.

The other heat-winning title hotshots – Ryan Houghton, Adam Sterry and James Dunn – have all fallen victim to harsh Lady Luck along the way too with an assortment of mechanical ills. Both Houghton and Sterry have one DNF against their name with Dunn collecting a damaging pair. It's by no means a case of last man standing and the current leader is there on merit but it has been tantalisingly unpredictable again.

The state of play going to Scotland has Houghton on the HM Plant Red Bull KTM in the driving seat and barring another calamity the title should be his. Divall on the Evo-Tech Honda sits in second place 11 points adrift but Houghton will be a strong favourite on a course where he stylishly dominated with four heat wins just a couple of months back at the BYMX round.

The tastiest battle of the day could well be for third and fourth in the championship as it features the very much in-form duo of RMJ Academy speedster Sterry and Lanes Kawasaki flier Dunn.

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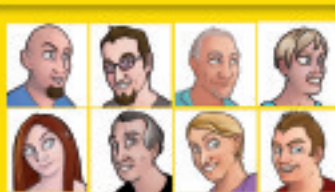
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Main: Adam helps himself to the holeshot at Lyng Moor and MXY2 Desertmartin  
Left: With Rich-Mike Jones



# AWESOME ADAM!

SUPERSTAR STERRY STEPS IT UP...

**H**e was most deservedly the Rage youth rider of the year in 2010 and so far Adam Sterry is without doubt the absolute teenage phenomenon of 2011.

No-one predicted him coming up over the hill to sensationally win last year's ACU BW title and for sure no-one envisaged the way he's ripped through the youth Open class ranks this term. And here's the rub – he's still only 14 years old.

RMJ Academy-trained Sterry proved last year with a breath-taking second half run at the title the priceless value of perfect timing – and this year against all the odds he could well be at it again in both the BYMX and MXY2 championships.

The season started well enough with Adam battling away on the very fringes of a breakthrough into the top group. At the time he was exactly where we expected him to be – fast-gating, super-consistent and gaining a reputation among the likes of Ryan Houghton, Nathan Watson and Jamie McCanney as someone who was particularly hard to pass.

The paddock tag line has changed a little in recent weeks with Sterry now simply particularly hard to catch and on some occasions so damn quick and efficient he's quite impossible to beat.

The transition from the fringes to leader of the pack in such a short time might not look too special on paper but in reality it's an awesome leapfrog act. Looking back at the months of May and June Sterry morphed from promising rookie to devastating dynamite in double quick time – and the defining moment of inspiration may well have happened on May 30 at Hawkstone Park in an AMCA dust up.

In expert heat one Sterry finished in second place some eight seconds off the win but crucially he ran virtually the same lap times as the winner, Samsung Yamaha's Ray Rowson. Both guys had a best of 2.08 – and in a six-lap thrash the pair finished almost a minute in front of the rest. In heats two and three Adam's top

times were a couple of seconds down on the best of Rowson but following that day Sterry has kept the Evo-Tech red rocket momentum on full throttle with maiden overall wins at BYMX Dean Moor and MXY2 Desertmartin.

Top qualifying times at both events coupled with four heat wins fully confirmed Sterry was here to stay and the audacious smash and grab raid continued at BYMX Canada Heights. With another brace of heat wins just when it mattered most on day two Sterry once more topped the podium flanked by 17-year-olds Jamie McCanney and Nathan Watson.

Just a few short weeks back it was impossible to imagine that Sterry could lift this year's BYMX crown but the simple fact is if he wins the two remaining rounds he will be the 2011 BYMX king.

Just before Canada Heights we had the opportunity to chew the fat with the RMJ Academy star...

**RAGE:** Looking back was the Hawkstone Park AMCA meeting up against Ray Rowson a big turning point this season?

**AS:** "Yeah, I was surprised to be on Ray's pace at Hawkstone but also very happy and since then it has given me a massive confidence boost. It was a turning point for me and I think I have stepped it up a level since then. Even to be within five seconds of Ray would be a massive achievement and I will probably remember that day for quite a while."

**RAGE:** "Richard-Mike Jones is your trainer – how much of an influence has he been over the past few years and when did your association begin?"

**AS:** "RMJ has been awesome – I don't think I would be where I am without him. I have been training with him since I was on a 65 – that's six years now and he inspired me in '06 to win the world mini under 10 championship, KWS and

finish runner up to Jack Kelly in the BYMX series. Our partnership has really grown since then – he isn't just a coach to me, he is more a family friend and we are very close. RMJ only lives 20 minutes away so he sometimes calls round to drop off MX parts and stuff."

**RAGE:** You have a reputation for being a great starter – do you practise your technique intensively?

**AS:** "No, I think on race day it's down to the conditions, confidence and reaction time."

**RAGE:** At the start of the season what were your goals and in light of your current form would you consider turning pro in 2012?

**AS:** "My goal for this season initially was to possibly win a race or two and I have already achieved that. By winning the rounds at Dean Moor and Desertmartin I have actually way surpassed my goals. As to turning pro, we'll decide later on in the year as I am only 14 years old and don't want to rush things."

**RAGE:** Over the past two seasons your machinery has been incredibly reliable. Are your bikes professionally prepped by Evo-Tech before each championship event or do you do most of the work in-house yourselves?

**AS:** "After liaising with Matt from Evo-Tech we start the season with a new bike and work to a maintenance schedule that he recommends and dad does all the other maintenance at home."

**RAGE:** Do you excel at any other sport and is your school fully aware of your MX achievements?

**AS:** "At school I'm really good at athletics and have represented them at a high level in the North Wales Championship – 100m sprint, long jump and shot put. And, yeah, my school is very supportive about my motocross career – they always ask me how I get on every Monday."

## GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at [mikegurney55@yahoo.co.uk](mailto:mikegurney55@yahoo.co.uk)

# HOMeward BOUND!

**AFTER A TOPSY-TURVY KINDA SEASON DOWN UNDER, BILLY'S HEADING BACK TO BLIGHTY TO GO FOR SOME GP GLORY...**

Words by Billy MacKenzie Photo by Matty Muir

**T**hese are literally my last moments of online time before I have to head out the door for the wonderful experience of flying in a metal cylinder with jet engines across the equator for about 24 hours. Or maybe just a plane ride home for the not so crazy ones out there – hey, I'm just trying to bump up the word count here people.

So I've had a pretty average end to a pretty average year. Lot's of humps and bumps and I don't mean turbulence...ba boom tish! Everyone who has been keeping up with the columns will know the story already so in a nutshell I've had flashes of brilliance and old form on a few occasions, picked up a few injuries and been gritting it out since the second round.

The Aussies are a tough bunch – add in an old snake like Josh Coppins and it becomes a bit of a dog fight. The champ in the end was Jay Marmont, a guy I've made a good friendship with and have a lot of respect for. I'm looking forward to going at him again next year if I decide to stay – it wouldn't be a bad choice but I guess time will tell and if I have my mojo along for the ride at Matterley then the thrills and spills of GP motocross might be back on the plate. Seriously though, I have no idea what will unfold – it could be good or it could be average, we'll just see what it throws down while I'm home. I can tell ya though, I'm pretty amped up already at the thought of riding Matterley again – I just wanna get into it!

I've been missing home this year, well, not a lot – just some things. I've been over here two years now and although I've had the best time and made loads of new buddies there are parts of home that you miss – your mates, your family and just the general feel of knowing where you're going and feeling comfortable in your surroundings. Those feelings will change once I hit the M25 though I bet.

I pretty much lost my championship chance at the eighth round in Moree. While testing a new set-up the week before, trying to gain that slight advantage over the competition towards the end of the season, I had a crash and broke my little finger. Although the finger wasn't a major issue while riding the new set-up which I tested just didn't work out in Moree and together with yet another niggling injury I just had the worst day ever. Nothing we tried made any difference and I crashed out of two races while trying to push too hard. I ended up losing

a lot of points and even my team-mate Dean Ferris crashed out and hurt himself. It was a tragic day for everyone on our team as we went from first and third in the championship to third and fourth.

After getting so retarded at Moree I had to make the decision to change back to what I know – even if I knew it wasn't quite perfect. I was pretty down on points so I didn't put any pressure on myself for the last round, just went and rode my own race and let the cards fall where they may. Turns out Jay Marmont has some kinda magic power looking over him – he's a freaky mofo at the best of times and even has a wizard tattooed on his arm... The story behind the tatt is after having an injury-riddled year he got the wizard to keep all the demons away! Funny story but he actually believes that stuff and who am I to disagree? He's won four championships in a row now – that's pretty impressive. It's hard to win a championship, harder to back it up and he's done it four times now so don't underestimate these Aussies!

So if there was anyone who you wouldn't expect to falter at the last hurdle it would be Josh, right? I know he lost the world championship one time but you would put that down to bad luck, fate, whatever. This time he was involved in a first corner pile-up which Ferris managed to cause – unintentionally I'm sure – but as I seen Dean's head hitting my front tyre I knew I had a shot at third in the championship. I didn't even know Josh had been involved until after but he hit Dean's bike and went straight over the bars, dislocating his arm. All we can take from these events is Josh must have some demons following him around – I might ask him if he wants to get some matching wizard tattoos in preparation for 2012!

Other news is that I'll be home for over a month and look forward to catching up with everyone. The suspense of the GP is beginning to tingle, i just wanna be fired up and race how I have been at some of the races here. I've felt so good on the bike at some races so if I can bring that with me on the day I'm sure I'll give you guys something to cheer.

Okay, so I'm packed and ready to go – iPod, headphones, comfy neck pillow thing and...maybe a few drinks!

*Billy MacKenzie*



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